ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

http://www.catc.ca.gov

March 16-17, 2016

Irvine, California

Wednesday, March, 16, 2016

1:00 PM **Commission Meeting**
Transportation Corridors Agencies
125 Pacifica, Suite 120
Irvine, CA

5:00 PM **Mobility 21 Reception**
Andrei's Conscious Cuisine
2607 Main Street
Irvine, CA

7:00 PM **Commissioners' Dinner**
Andrei's Conscious Cuisine
2607 Main Street
Irvine, CA

Thursday, March 17, 2016

9:00 AM **Commission Meeting**
Transportation Corridors Agencies
125 Pacifica, Suite 120
Irvine, CA

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

NOTICE: Times identified on the following agenda are estimates only. The Commission has the discretion to take up agenda items out of sequence and on either day of the two-day meeting, except for those agenda items bearing the notation "TIMED ITEM." TIMED ITEMS which may not be heard prior to the Time scheduled but may be heard at, or 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 Doug Remedios at (916) 654-4245. Requests for special accommodations should be made as soon as possible but at least five days prior to the scheduled meeting.

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

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

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

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):
CTC Meeting – May 18-19, 2016 in Stockton, CA

Tab #	Item Description	Ref. #	Presenter	Status*	
	GENERAL BUSINESS				
1	Roll Call	1.1	Bob Alvarado	I	C
2	Welcome to the Region • Orange County Transportation Authority • Transportation Corridor Agencies	1.12	Lori Donchak Darrell Johnson Craig Young Michael Kraman	I	R
	APPEARANCES				
3 8 Ayes	Resolution of Necessity – Appearance: --06-Fre-99-PM 26.00 Nineda Limited Partnership, A California Limited Partnership	2.4a.(2)	Stephen Maller Michael Whiteside	A	D
	GENERAL BUSINESS				
4	Approval of Minutes for January 20-21, 2016	1.2	Bob Alvarado	A	C
5	Commissioners' Meetings for Compensation	1.5	Bob Alvarado	A	C
	REPORTS				
6	Executive Director's Report	1.3	Will Kempton	A	C
7	Commission Reports	1.4	Bob Alvarado	A	C
8	CalSTA Secretary and/or Undersecretary	1.6	Brian Kelly	I	T
9	Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D
10	FHWA California Division Administrator	1.11	Vincent Mammano	I	F
11	Regional Agencies Moderator	1.8	Sarkes Khachek	I	R
12	Rural Counties Task Force Chair	1.9	Jerry Barton	I	R
13	Self-Help Counties Coalition Chair	1.10	Dianne Steinhauser	I	R
	POLICY MATTERS				
14	Consideration of State and Federal Legislative Matters	4.1	Eric Thronson	A	C
15	Update on the Budget and Allocation Capacity	4.2	Laurel Janssen Steven Keck	I	D
16	Presentation of the Caltrans Transportation Asset Management Performance Report	4.17	Stephen Maller Mike Johnson	I	D
17	Adoption of the 2016 State Highway Operation and Protection Program (SHOPP)	4.18	Stephen Maller Bruce De Terra	A	D
18	Update on the Capital Outlay Support Workload Forecasting Recommendation Development Process	4.9	Eric Thronson	I	C
19	Adoption of the Toll Facility Guidelines	4.8	Eric Thronson	A	C
20	Consideration of the Draft California Transportation Plan (CTP 2040)	4.20	Garth Hopkins Coco Briseno	A	C
21	Comments to the Governor's Office of Planning and Research Proposed Guidelines in Response to SB-743	4.21	Garth Hopkins	A	C
22	Approval of State Route 108 Highway Alternative Projects (East Sonora Bypass) in Tuolumne County	4.22	Stephen Maller Dennis Agar	A	D
	PROGRAM UPDATES				
	Proposition 1B Program				
23	Presentation on the Draft 2016 Highway-Railroad Crossing Safety Account (HRCSA) Guidelines	4.10	Dawn Cheser	I	C
	STIP Program				
24	Update on the 2015-16 STIP Delivered List of Allocations Requested but not yet Approved.	4.7	Laurel Janssen Bruce De Terra	A	D
	INFORMATION CALENDAR		Stephen Maller		
25	STIP Amendment for Notice The City of Calexico proposes to program $4,500,000 in Federal SAFETEA-LU Border Infrastructure Program (BIP) funds for the construction phase of the Cesar Chavez Boulevard Widening and Improvement – 2nd Street to Route 98 project (PPNO 0606) in Imperial County.	2.1b.		I	D

Tab #	Item Description	Ref. #	Presenter	Status*	
26	**Reports on SHOPP Allocations Under Delegated Authority** -- Emergency G-11 Allocations *(2.5f.(1))*: $24,215,000 for 19 projects. -- SHOPP Safety Lump Sum Sub-Allocations *(2.5f.(3))*: $7,267,000 for four projects. -- Minor G-05-05 Allocations *(2.5f.(4))*: $2,924,000 for three projects.	2.5f.		I	D
	Monthly Reports on the Status of Contract Award for:				
27	State Highway Projects, per Resolution G-06-08	3.2a.		I	D
28	Local Assistance STIP Projects, per Resolution G-13-07	3.2b.		I	D
29	Local Assistance ATP Projects, per Resolution G-15-04	3.2c.		I	D
	Other Reports:				
30	Local Assistance Lump Sum Allocation for the period ending December 31, 2015	3.3		I	D
31	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
32	Status of FFY 2014 Balance Report for Unobligated CMAQ and RSTP funds under the AB 1012 "Use it or Lose It" provision	3.5		I	D
	Quarterly Reports: Second Quarter-Fiscal Year 2015-16				
33	Caltrans Finance	3.6		I	D
34	Caltrans Rail Operations	3.7		I	D
35	Project Delivery	3.8		I	D
36	Proposition 1A – High Speed Passenger Train Bond Program	3.10		I	D
37	Toll Bridge Seismic Retrofit Program – 2015 4th Quarter Progress and Financials	3.11		I	C
38	Aeronautics – Acquisition and Development (A&D) and Airport Improvement Program (AIP)	3.12		I	D
	BEGIN CONSENT CALENDAR		Stephen Maller		
39	Approval of Projects for Future Consideration of Funding: 02-Plu-89, PM 19.8/20.8 Greenville Drainage and Streetscape Project Construct roadway improvements including streetscape features and drainage on a portion of State Route 89 in Plumas County. (ND) (PPNO 3355) (STIP) *(Related Item under Tab 82.)* 03-Yol-275, PM 13.07 Tower Bridge Fender Replacement Project Replace fender system on the Tower Bridge on State Route 275 in Yolo County. (MND) (PPNO 9427) (SHOPP) 03-Yub-20, PM 20.1/21.7, 03-Nev-20, PM 0.0/0.1 State Route 20 Smartsville Safety Improvement Project Construct roadway improvements on a portion of State Route 20 in Yuba and Nevada Counties. (MND) (PPNO 9588) (SHOPP) 05-Mon-68, PM 12.8/13.2 State Route 68/Corral de Terra Road Intersection Improvement Project Construct intersection improvements on State Route 68 at Corral de Terra Road in Monterey County. (MND) (PPNO 1813A) (STIP)	2.2c.(1)		A	D
40	Approval of Project for Future Consideration of Funding: 03 – Sacramento County C Street Transition Transition C Street between Civic Drive and 6th Street. (MND) (PPNO 6576) (STIP)	2.2c.(2)		A	C

Tab #	Item Description	Ref. #	Presenter	Status*	
41	Approval of Project for Future Consideration of Funding: 05 – Monterey County Castroville Bicycle/Pedestrian Path and Railroad Crossing Project (MND) (PPNO 2296) (STIP)	2.2c.(3)		A	C
42	Approval of Project for Future Consideration of Funding: 07 – Los Angeles County North Atwater Crossing Project Multi-modal bridge over the Los Angeles River (MND) (PPNO 4917) (ATP)	2.2c.(4)		A	C
43	Approval of Project for Future Consideration of Funding: 12-Orange County Tracks at Brea – Segment 6 Construction of a dual tread bicycle and walking trail. (MND) (ATP)	2.2c.(5)		A	C
44	Approval of Project for Future Consideration of Funding: 11 – San Diego Inland Rail Trail Construction of the Inland Rail Trail (MND) (STIP) (PPNO 7421W)	2.2c.(7)		A	C
45	One Notice of Intent: --Notice of Intent to Consider Rescinding Freeway Declaration in the county of San Diego. 11-SD-76 PM R9.0/R17.3	2.3a		A	D
46	Three Relinquishment Resolutions: --12-Ora-5-PM 43.1/43.7, Right of way along Route 5 from Western Avenue to Stanton Avenue, in the city of Buena Park. --03-Sac-16-PM T1.78/4.08, Route 16 from the US 50/Howe Avenue Interchange to South Watt Avenue, in the city of Sacramento. --03-Sac-16-PM 3.28/4.16, Route 16 from the city of Sacramento east boundary line to South Watt Avenue, in the county of Sacramento.	2.3c.		A	D
47 8 Ayes	23 Resolutions of Necessity: Resolutions C-21425 through C-21427, C-21429 through C-21435, and C-21437 through C-21449	2.4b.		A	D
48	Director's Deeds: Items 1 through 10 Excess Lands - Return to State: $3,122,200 Return to Others: $0	2.4d.		A	D
49	Change to the SR 99 Construction Support allocation for: Pelandale Avenue Interchange project (PPNO 9460)	2.5g.(2)		A	D
50	Reduction to TCIF Construction Allocation for: TCIF Project 63- ACE: Palm Avenue Grade Separation project (PPNO 1134)	2.5g.(5)		A	D
51	Request to amend the project description for TIRCP: Project 2 – Purchase Nine Fuel Efficient, Tier IV EMD Locomotives for the Antelope and Venture Lines (PPNO CP002) in Los Angeles County.	2.6g.(2)		A	D
52	Supplemental Funds for a Locally Administered Aeronautic Project: Request of $49,000 in additional funds to award a construction contract for the Aeronautic – California Aid to Airport (CAAP) Chiriaco Summit Airport A&D project (Riv-4-14-1) in Riverside County. This results in an increase of 11 percent over the current allocation.	2.7b.		A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
53	Reduction to CAAP A&D Aeronautic Program Project for: Calaveras County Airport (Cal-1-14-2) in Calaveras County	2.7c.		A	D
54	Technical Correction for an Aeronautics project: Correct the Resolution numbers, approved on December 10, 2015, for Project 1 from "FDOA-2015-01" to "FDOA-2015-03" for Project 2 from "FDOA-2015-02" to "FDOA-2015-04" and for Project 3 from "FDOA-2015-03" to "FDOA-2015-05", in addition revise the Project ID from "Las-4-10-1" to "Las-4-14-1", and the project description from "Widen Runway, Taxiway Rehabilitation and Restripe Pavement" to "Overlay Runway and Tie-down Area".	2.9		A	D
55	Adoption of the FY 2014-15 Environmental Enhancement and Mitigation program *(Related Item under Tab 56.)*	4.12		A	C
56	Request of $8,260,871 for 21 Environmental Enhancement and Mitigation Program projects for FY 2014-15. *(Related Item under Tab 55.)*	2.5c.(7)		A	C
57	Annual Review of Rate for Local Government Matching of California Aid to Airport Program (CAAP) – Acquisition and Development (A&D) Program.	4.16		A	D
	END OF CONSENT CALENDAR		Stephen Maller		
	Environmental Matters				
58	Approval of Project for Future Consideration of Funding: 04 – San Francisco County San Francisco Bicycle Plan Near-term and long-term bicycle route network. (FEIR) (PPNO 2023D) (ATP) *(Related Item under Tab 86.)*	2.2c.(6)	Jose Oseguera	A	C
	PROGRAM UPDATES				
	Proposition 1B Program				
59	Update to Trade Corridors Improvement Fund (TCIF) Program Policy to Utilize Program Savings	4.15	Dawn Cheser	A	C
60	Trade Corridors Improvement Fund Program Amendment: Add Project 120 – Monte Vista Grade Separation Project in San Bernardino County.	4.13	Dawn Cheser	A	C
61	Trade Corridors Improvement Fund Baseline Agreement: Approve the Baseline Agreement for Project 115 – Cool Port Oakland in Alameda County, Project 117 – Avenue 66/UP/ Railroad Grade Separation Bypass in Riverside County, Project 119 – Navy Drive Widening in San Joaquin County, and Project 120 – Monte Vista Grade Separation in San Bernardino County	4.14	Dawn Cheser	A	C
	Transit & Intercity Rail Capital Program (TIRCP) Program				
62	Presentation on the Draft Letter of No Prejudice (LONP) Guidelines Amendment.	4.11	Laurel Janssen	I	C
	SHOPP Program				
63	SHOPP Program Amendment to: --Add 19 new projects into the 2014 SHOPP. --Revise 14 projects currently programmed in the 2014 SHOPP.	2.1a.(1)	Stephen Maller Bruce De Terra	A	D
	POLICY MATTERS				
64	Innovations in Transportation: • Reason Foundation	4.3	Garth Hopkins Baruch Feigenbaum	I	C
	PROGRAM UPDATES				
	Active Transportation Program				
65 9:05am	Hearing on the 2017 Active Transportation Program Guidelines	4.19	Laurie Waters	I	C
66	Adoption of the 2017 Active Transportation Program Guidelines	4.4	Laurie Waters	A	C

Tab #	Item Description	Ref. #	Presenter	Status*	
67	Adoption of the 2017 Active Transportation Program Guidelines MPO Competitive Component – Metropolitan Transportation Commission	4.5	Laurie Waters	A	C
68	Technical Adjustments to the 2015 Active Transportation Program	4.6	Laurie Waters	A	C
	Quarterly Reports				
69	*Proposition 1B* *--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 De Terra	I	D
	ALLOCATIONS				
	Supplemental Fund Allocations				
70	Request of $1,900,000 in additional funds to award the construction contract for the SHOPP Median Barrier project (PPNO 4486) on I-405 in Los Angeles County. This results in an increase of 16.9 percent over the current allocation.	2.5e.(1)	Stephen Maller Carrie Bowen	A	D
71	Request of $6,855,000 in additional funds to award the construction contract for the SHOPP Vincent Thomas Bridge Seismic Restoration project (PPNO 4497) on Route 47 in Los Angeles County. This results in an increase of 64.4 percent over the original allocation.	2.5e.(10)	Stephen Maller Carrie Bowen	A	D
72	Request of $520,000 in additional funds to award the construction contract for the SHOPP ramp widening (PPNO 4095H) project on Route 73 in Orange County. This results in an increase of 26.1 percent over the current allocation.	2.5e.(2)	Stephen Maller Ryan Chamberlain	A	D
73	Request of $2,332,000 in additional funds to complete construction for the multi-funded I-80/SR12 Interchange Improvement project (PPNO 5301L) in Solano County. This results in an increase of 27.6 percent over the current allocation.	2.5e.(3)	Stephen Maller Bijan Sartipi	A	D
74	Request of $4,600,000 in additional funds to complete construction for the SHOPP I-10/605 Interchange Improvement project (PPNO 3529) in Los Angeles County. This results in an increase of 8.9 percent over the current allocation.	2.5e.(5)	Stephen Maller Carrie Bowen	A	D
75	Request of $1,000,000 in additional funds to complete construction for the SHOPP Bridge Rehabilitation project (PPNO 4147) on Route 18 in Los Angeles County. This results in an increase of 48.3 percent over the current allocation.	2.5e.(6)	Stephen Maller Carrie Bowen	A	D
76	Request of $1,000,000 in additional funds to complete construction for the SHOPP Slope Repair project (PPNO 4619) on Route 39 in Los Angeles County. This results in an increase of 77.8 percent over the current allocation.	2.5e.(7)	Stephen Maller Carrie Bowen	A	D
77	Request of $58,540,000 in additional funds to complete construction for the SHOPP Schuyler Heim Bridge Replacement project (PPNO 0444E) on Route 47 in Los Angeles County. This results in an increase of 27.8 percent over the current allocation.	2.5e.(8)	Stephen Maller Carrie Bowen	A	D
78	Request of $2,700,000 in additional funds to close-out the construction contract for the SHOPP/STIP Freeway Widening project (EA 0607U) on Route 101 in Los Angeles County. This results in an increase of 3.2 percent over the current allocation.	2.5e.(9)	Stephen Maller Carrie Bowen	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
	Minor Program Allocations				
79	Request of $4,361,000 for six Minor program projects.	2.5a.	Stephen Maller Bruce De Terra	A	D
	SHOPP Allocations				
80	Request of $114,476,000 for 24 SHOPP projects as follows: *2.5b.(1a)* --$46,125,000 for 15 SHOPP projects. *2.5b.(1b)* --$68,351,000 for-nine projects amended into the SHOPP. *(Related Items under Tab 82.)*	2.5b.(1)	Stephen Maller Bruce De Terra	A	D
	Allocation of Project with Cost that Exceed 20 Percent of the Programmed Amount				
81	Request of $1,535,000 for one SHOPP project to replace Bridge Rail on Route 101 in San Luis Obispo County (PPNO 2606). This is an adjustment of 54.3 percent over the original programmed amount.	2.5d.	Stephen Maller Tim Gubbins	A	D
	STIP Allocations				
82	Request of $3,735,000 for the State administered Greenville SR89 Rehabilitation (PPNO 3355) STIP project, in Plumas County. *(Related Items under Tabs 39 & 80.)*	2.5c.(1)	Laurel Janssen Bruce De Terra	A	D
83	Request of $30,398,000 for 14 locally administered STIP projects, off the State Highway System. *2.5c.(3a)* -- $27,215,000 for 10 STIP projects. *2.5c.(3b)* -- $ 3,183,000 for four STIP Planning, Programming, and Monitoring project.	2.5c.(3)	Laurel Janssen Bruce De Terra	A	D
	Eureka Non-Freeway Alternative Program Allocation				
84	Request of $1,200,000 for the Eureka Water Front Trail Phase A - Del Norte to Truesdale (PPNO 2069) Eureka Non-Freeway Alternative Program Project, in Humboldt County.	2.5c.(4)	Laurel Janssen Bruce De Terra	A	D
	Transit & Intercity Rail Capital Program (TIRCP) Project Allocations				
85	Request of $17,841,000 for two TIRCP projects.	2.6g.(1)	Laurel Janssen Bruce Roberts	A	D
	Active Transportation Program (ATP) Allocations				
86	Request of $15,445,000 for 19 ATP projects. *(Related Items under Tab 58.)*	2.5w.(1)	Laurie Waters Rihui Zhang	A	D
	Active Transportation Program (ATP) Allocation - Advancements				
87	Request of $500,000 for two locally administered ATP projects, programmed in FY 2016-17.	2.5w.(2)	Laurie Waters Rihui Zhang	A	D
	TIME EXTENSION REQUESTS				
	Project Allocation Time Extension				
88	Request to extend the period of project allocation for five ATP projects, per ATP Guidelines.	2.8a.	Teresa Favila Rihui Zhang	A	D
	Contract Award Time Extension				
89	Request to extend the period of contract award for the Eastern Sierra Scenic Byway Tourist Center STIP project (PPNO 2517C) in Inyo County, per STIP Guidelines.	2.8b.(1)	Teresa Favila Rihui Zhang	A	D
90	Request to extend the period of contract award for 24 SHOPP projects, per Resolution G-06-08.	2.8b.(2)	Teresa Favila Bruce De Terra	A	D
91	Request to extend the period of contract award for the San Joaquin Regional Rail Commission/Altamont Corridor Express Stockton Passenger Track Extension project, per HSPTB Guidelines.	2.8b.(3)	Teresa Favila Bruce Roberts	A	D
92	Request to extend the period of contract award for two Aeronautic – A&D Program projects, per Aeronautics Guidelines Resolution G-14-03.	2.8b.(4)	Teresa Favila Gary Cathey	A	D
	Post Fact Project Expenditure Time Extensions				
93	Post fact request to extend the period of project development expenditure for the Sir Francis Drake Boulevard Westbound Class II Bike Lane STIP project (PPNO 2127Q) in Marin County, per STIP Guidelines.	2.8d.(1)	Teresa Favila Rihui Zhang	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
94	Post fact request to extend the period of project expenditure for the Marin County Planning, Programming and Monitoring STIP project (PPNO 2127C), per STIP Guidelines.	2.8d.(2)	Teresa Favila Rihui Zhang	A	D
	Proposition 116 Projects Time Extension				
95	Request to extend the period of project reimbursement for the Orange County Transportation Authority Sand Canyon Grade Separation project, per Proposition 116 Guidelines.	2.8e.	Teresa Favila Bruce Roberts	A	D
	OTHER MATTERS / PUBLIC COMMENT	6.			
	ADJOURNMENT IN MEMORY OF NANCY DOUGHERTY				

Highway Financial Matters

$ 120,372,000 Total SHOPP/Minor Requested for Allocation
$ 34,133,000 Total STIP Requested for Allocation
$ 15,445,000 Total ATP Requested for Allocation
$ 500,000 Total ATP Advancement Requested for Allocation
$ 84,707,000 Total Supplemental Funds Requested for Allocation
$ 255,157,000 Sub-Total Project Funds Requested for Allocation

$ 34,406,000 Delegated Allocations
$ 289,563,000 Sub-Total, Highway Project Allocations

$ 9,460,871 EEM and Eureka Non Freeway Alternative Program Requested for Allocations
$ 2,381,000 Contributions from Other Sources
$ 301,404,871 Total Value

Total Jobs Created: 5,425 *(Includes Direct, Indirect, and Induced)*

($ 1,385,000) Total Proposition 1B Bond De-Allocations Requested.

Mass Transportation Financial Matters

$ 17,841,000 Total Transit and Intercity Rail Capitol Program Requested for Allocation
$ 17,841,000 Total State Allocations

Total Jobs Created: 321 *(Includes Direct, Indirect, and Induced)*

Aeronautic Financial Matters

($ 7,054) Total Aeronautics De-Allocations Requested.

List of Projects Going Forward for CTC Allocation

March 2016 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5a.		**Minor Projects**					**Resolution FP-15-31**
1	03	But	32		1E491	In the City of Chico, on State Route 32 from 0.1 mile west of State Route 99 to 0.3 mile east of State Route 99. Improve drainage systems, pedestrian movement, signals, signs, and rehabilitation of the existing roadway.	$1,000,000
2	07	LA	66		4T710	In the City of Pomona, at the intersection of Route 66 (Foothill Boulevard) and Summer Avenue. Install traffic signals and marked crosswalks.	$565,000
3	07	LA	118		2849U	In Los Angeles County, westbound Route 118 at Tampa Avenue Off-ramp. Widen Off-ramp to improve intersection operations.	$867,000
4	08	SBd	15		0R850	In San Bernardino County, at the Mountain Pass Maintenance Station located at 94200 Clarke Mountain Road, Nipton, CA 92364. Improve security, operational efficiency and storm water compliance.	$723,000
5	08	SBd	38		1F110	In San Bernardino County, at Onyx Summit 0.7 mile south of Pipes Road. Construct sandhouse to increase storage capacity.	$868,000
6	09	Iny	395		36210	Near Independence from 0.3 mile north of Shabbel Lane to Fort Independence Road. Median paving to reduce worker exposure.	$338,000
6 Projects						**Total**	**$4,361,000**
2.5b.(1a)		**SHOPP Projects**					**Resolution FP-15-32**
1	01	DN	101	1078	0B280	Near Crescent City, at 2.8 miles south of Mill Creek Campground park entrance road. Construct 500 foot retaining wall to permanently restore roadway damaged by storms in 2011.	$4,747,000
2	01	DN	101	1079	0B290	Near Crescent City, at 0.2 mile north of Hamilton Road. Construct soldier pile retaining wall to permanently restore roadway damaged by storms in 2011.	$3,253,000
3	01	HUM	299	2307	0A370	Near Willow Creek, from 1.2 to 1.5 miles east of Redwood Creek Bridge. Realign curve, widen shoulders, and improve roadway cross slopes to reduce the number and severity of collisions.	$2,275,000
4	01	MEN	101	4453	29302	Near Willits at South Willits Overhead No. 10-0001. Upgrade bridge rail, install bicycle railing, and upgrade approach guard rails to meet current standards.	$1,080,000
5	03	SAC	Var.	5840	3F840	In various counties, on various routes at various locations. Upgrade 263 Traffic Monitoring Station (TMS) and Ramp Metering Station (RMS) elements.	$5,316,000
6	04	MRN	580	0327Q	1SS59	Near San Quentin at San Quentin Street Undercrossing. Repair failed slope and improve drainage.	$708,000
7	05	MON	101	2470	1E050	In and near Greenfield, from 0.3 mile south of South Greenfield Overcrossing to 0.4 mile north of North Greenfield Overcrossing; also near Soledad from 0.1 mile north of Arroyo Seco Road Overcrossing to Salinas River Bridge (PM 60.5/60.8). Remove fixed objects, upgrade guardrail and remove non-mountable curb and dike to reduce the number and severity of collisions.	$1,454,000
8	05	SB	154	2428	1C830	Near Santa Ynez, from Baseline Avenue to Cold Spring Canyon Bridge. Cold plane 42.6 lane miles of pavement and overlay with rubberized asphalt to extend pavement service life and improve ride quality. Construct concrete barrier transitions for guardrail at 14 locations.	$12,801,000
9	06	FRE	168	6623	0L340	In Prather, at Auberry Road. Construct single-lane roundabout to reduce the number and severity of collisions.	$2,928,000

List of Projects Going Forward for CTC Allocation

March 2016 CTC Meeting

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
10	08	SBD	15	0170S	0R450	Near Hesperia, from Cleghorn Road Undercrossing to 0.3 mile north of North Alray Overhead. Install vegetation control underneath metal beam guardrail at 18 locations to improve safety for highway workers.	$1,161,000
11	10	MER	99	3021	0X630	In the city of Merced, from O Street to north of Junction Route 140/59. Construct maintenance vehicle pullouts, weed control barriers, access roads, staircase, irrigation modifications and place mulch to improve highway worker safety at 12 locations.	$1,542,000
12	11	SD	78	1096	40980	In San Diego County at various locations, from El Camino Real Overcrossing to 0.1 mile east of San Marcos Boulevard Undercrossing. Install access gates, replace metal beam guard rail with concrete barrier, pave beyond gore areas and construct maintenance vehicle pull outs to improve safety for highway workers at 26 locations.	$2,331,000
13	11	SD	VAR	1100	40970	In San Diego County, at various locations. Construct gore areas and areas beyond the gore paving, install concrete barriers, crash cushion and guardrail systems and relocate roadside cabinets to improve safety for highway workers at 16 locations.	$2,179,000
14	12	ORA	91	4506E	0H243	In La Palma and Buena Park, from Los Angeles County line to Stanton Avenue. Upgrade existing communication system by installing 2.8 miles of fiber optic cable, Closed Circuit Television and electronic equipment to increase the capacity to transmit and receive data and video signals between field elements and the Traffic Management Center.	$2,150,000
15	12	ORA	261	4926D	0J650	In Irvine, from Walnut Avenue Overcrossing to Route 241. Install permanent irrigated ground cover, re-vegetate bioswales and vegetation buffers adjacent to surface drainage systems to reduce pollutants and sedimentation prior to reaching storm drains.	$2,200,000
15 Projects						**Total**	**$46,125,000**

2.5b.(1b)	**Projects Amended Into the SHOPP by Department Action**						**Resolution**
1	02	PLU	89	3605	1H310	In Greenville, from 0.1 mile north of South Greenville Overhead to Hillside Drive. Rehabilitate 1.22 lane miles of roadway to improve safety and ride quality.	$2,381,000
2	03	SAC	16	5991	4F770	In and near the city of Sacramento, from Route 50 to Watt Avenue. Relinquish 2.38 lane miles of state highway.	$450,000
3	04	ALA	Var.	1488A	3J200	In Alameda and Contra Costa Counties, on various routes and at various locations. Establish service contracts to restore approximately 200 highway electrical Traffic Operation System (TOS) elements damaged by copper wire theft and to install theft deterrent measures.	$6,000,000
4	04	SCL	Var.	1488E	3J240	In Santa Clara, San Francisco, and San Mateo Counties, on various routes and at various locations. Establish service contracts to restore approximately 267 highway electrical Traffic Operation System (TOS) elements damaged by copper wire theft and to install theft deterrent measures.	$8,000,000
5	04	SM	82	0045G	4G551	In San Mateo County, on Routes 82 and 84 at various locations. Install pedestrian crosswalk safety enhancements such as markings, signs, and Pedestrian Hybrid Beacons (PHB) at unsignalized intersections to reduce the number and severity of collisions.	$5,570,000
6	04	SON	Var.	1488F	3J250	In Sonoma, Marin, Napa, Sacramento, and Solano Counties, on various routes and at various locations. Establish service contracts to restore approximately 133 highway electrical Traffic Operation System (TOS) elements damaged by copper wire theft and to install theft deterrent measures.	$4,000,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
7	06	TUL	99	6748	0T870	Near Kingsburg, from 0.5 mile south of Dodge Avenue to 0.2 mile south of Kings River. Replace concrete panels on number 2 lane with rapid set concrete. The number 3 lane and outside shoulder will be replaced with Jointed Plain Concrete Pavement. The existing asphalt concrete on the northbound Dodge Avenue on and off ramps will be removed and replaced with Hot Mixed Asphalt. A total of one lane mile of northbound roadway will be	$4,367,000
8	09	MNO	395	0650	36430	In and near Walker, from East Side Lane to 1.7 miles north of Route 89; also from 0.9 mile south of the Nevada State line to the Nevada State line. Cold plane, recycle and overlay Hot Mix Asphalt on 32.2 lane miles of pavement. The project will extend pavement service life and improve ride quality.	$12,071,000
9	10	SJ	132	7835	0G820	Near Vernalis, from east of Route 580 to Stanislaus County line. Rehabilitate 20.3 lane miles of roadway by cracking, seating and overlaying with asphalt, and upgrade guard rail and drainage.	$25,512,000
9 Projects						**Total**	**$68,351,000**

2.5c.(1)	**State Administered STIP Project on the State Highway System**						**Resolution FP-15-35**
1	02	PLU	89	3355	0E240	In Greenville, on Route 89 between Hideaway Road and Mill Street. Upgrade sidewalks and curb ramps to meet ADA requirements.	$3,735,000
1 Projects						**Total**	**$3,735,000**

2.5c.(3a)	**Locally Administered STIP Project Off the State Highway System**						**Resolution FP-15-36**
1	02	Las	151	2391	0C960	In Lassen County at ~~Moony~~ **Mooney** Road and ~~Eagle Lake~~ **Center** Road. Rehabilitate roadway .	$1,550,000
2	02	Las		2513		In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities.	$992,000
3	02	Las		2514		In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities.	$951,000
4	02	Las		2515		In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities.	$30,000
5	02	Las		2516		In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities.	$30,000
6	03	But		3124H	L2344	On Neal Road from Oroville-Chico Highway to the Skyway and on the unicorporated portion of Cohasset Road from the Chico City Limits to the Cohasset School. Construct Class II bike lanes.	$1,450,000
7	05	SCr		2552		In Watsonville, along the Santa Cruz Branch Rail Line from Lee Road to Watsonville Slough Trail Connection. Construct bicycle/pedestrian trail adjacent to the rail line.	$90,000
8	05	SCr		2558		Near Aptos, on Freedom Boulevard from Route 1 to Pleasant Valley Road. Asphalt digout, cape seal, and restriping.	$800,000
9	09	Iny		2599		In West Bishop, on various residential streets. Along Pa Me Lane, Sunset Drive, Snow Circle, Sundown Circle, Summer Haze Circle, Leisure Circle, Autumn Leaves Circle, Irene Street/ Way, Carol Lane, Sierra Vista Way, and Glenbrook Way. Reconstruct roadways.	$2,885,000
10	11	SD		7421W		In the City of Vista, County of San Diego and City of San Marcos along the Sprinter Rail alignment from Melrose Drive to N. Pacific Street. Construct Class 1 Bike Path.	$18,437,000

List of Projects Going Forward for CTC Allocation

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
10 Projects						**Total**	**$27,215,000**
2.5c.(3b)	**Local STIP Planning, Programming and Monitoring Projects**						**Resolution FP-15-36**
1	02	PLU		2057			$34,000
2	07	LA		9001		Evaluating candidate projects, preparing and reviewing project study reports ; developing financial plan for call projects; coordinating and preparing RTIP Projects, preparing STIP amendments.	$3,098,000
3	10	AMA		B1950		Planning, Programming, and Monitoring	$32,000
4	11	IMP		7200	21257	Plan, program and monitor	$19,000
4 Projects						**Total**	**$3,183,000**
2.5c.(4)	**Eureka Non-Freeway Alternative Program Projects**						**Resolution FP-15-37**
1	01	HUM		2069	28070	In Eureka, on Waterfront Drive from Del Norte Street to Hilfiker Lane. Construct approximately 6,150 lineal feet of Class I multi-use trail. (Funded from Eureka Non Freeway Alternative Project Funds).	$1,200,000
1 Projects						**Total**	**$1,200,000**
2.5d.	**Allocation of Project with Cost that Exceed 20 Percent of the Programmed Amount**						**Resolution FP-15-38**
1	05	SLO	101	2606	1G460	Near San Luis Obispo, at Santa Fe Undercrossing Bridge No. 49-0115 R/L. Replace bridge rails damaged from a single vehicle trailer-tractor truck collision on October 8, 2014. The damaged rail and the remaining rails will be replaced with current standard rails.	$1,535,000
1 Projects						**Total**	**$1,535,000**
2.5e.(1)	**Supplemental Funds for Previously Voted Projects**						**Resolution FA-15-19**
1	07	LA	405	4486	29000	In various cities, from Main Street to Route 105 at various locations. Install concrete barrier, install/reconstruct metal beam guardrail, and improve roadside safety. This project is necessary to reduce the number and severity of collisions.	$1,900,000
1 Projects						**Total**	**$1,900,000**
2.5e.(10)	**Supplemental Funds for Previously Voted Projects**						**Resolution FA-15-29**
1	07	LA	47	4497	29070	In the city of Los Angeles, at Vincent Thomas Bridge No. 53-1471. Repair failing seismic and structural elements.	$6,855,000
1 Projects						**Total**	**$6,855,000**

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5e.(2)	**Supplemental Funds for Previously Voted Projects**						**Resolution FA-15-20**
1	12	ORA	73	4095H	0M340	In Laguna Beach, at northbound collector/distributor from El Toro Road on-ramp to Laguna Canyon Road (Route 133) off-ramp. Widen ramp terminal and modify signals.	$520,000
1 Projects						**Total**	**$520,000**
2.5e.(3)	**Supplemental Funds for Previously Voted Projects**						**Resolution FA-15-21**
1	04	SOL	80	5301L	0A534	In Fairfield, from I-80/SR-12 Separation to 0.7 mile west of Route 12 in Fairfield. Install traffic signals and traffic operation system (TOS). (TCIF-SHOPP project)	$2,332,000
1 Projects						**Total**	**$2,332,000**
2.5e.(5)	**Supplemental Funds for Previously Voted Projects**						**Resolution FA-15-23**
1	07	LA	10	3529	24540	In Baldwin Park, at Route 605. Design and construct a connector and reconstruct connectors to reduce weaving and improve vehicle operations.	$4,600,000
1 Projects						**Total**	**$4,600,000**
2.5e.(6)	**Supplemental Funds for Previously Voted Projects**						**Resolution FA-15-24**
1	07	LA	18	4147	27480	Near Palmdale at County Line Ovehead No. 53-2331. Replace bridge deck, joint seals and railing to restore bridge load capacity.	$1,000,000
1 Projects						**Total**	**$1,000,000**
2.5e.(7)	**Supplemental Funds for Previously Voted Projects**						**Resolution FA-15-25**
1	07	LA	39	4619	3X820	Near Azusa, in Angeles National Forest on San Gabriel Canyon Road. Repair eroded slopes by constructing two retaining walls.	$1,000,000
1 Projects						**Total**	**$1,000,000**
2.5e.(8)	**Supplemental Funds for Previously Voted Projects**						**Resolution FA-15-26**
1	07	LA	47	0444E	13820	In the cities of Long Beach and Los Angeles from Ocean Boulevard to transition of Route 103 and Henry Ford Avenue along Route 47. Replace the Schuyler Heim Bridge (Bridge #53-2618) for seismic stability.	$58,540,000
1 Projects						**Total**	**$58,540,000**
2.5e.(9)	**Supplemental Funds for Previously Voted Projects**						**Resolution FA-15-27**
1	07	VEN	101	1213M	06073	Near Oxnard from Route 232 to Johnson Drive.	$1,400,000
2	07	VEN	101	2194	18640	Near Oxnard - Route 232 to Johnson Drive. Replace bridge (scour).	$1,300,000
2 Projects						**Total**	**$2,700,000**

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**						**Resolution**
1	01	DN	101	1119	0G030	Near Crescent City, at 0.2 mile north of Cushing Creek Viaduct. On December 24, 2015 large cracks were observed within the traveled way. The roadway condition has quickly deteriorated with complete failure of an existing soldier pile retaining wall and loss of the southbound lane. Without immediate action, a complete loss of the route is likely. This project will install sheet piles to shore, stabilize and salvage what remains of the route. Borings for soil data	$2,000,000
2	01	Hum	36	2446	0F940	Near Bridgeville, at 1.3 miles west of Larabee Valley Road. Following a series of large rain events, on December 18, 2015 Department staff investigated a report of embankment failure and a nearby separated culvert. Newly placed fill on the roadway embankment is sloughing and eroding, causing sediment to impact adjacent property and undermining roadway stability. Also, the nearby down-drain culvert has disconnected at a joint causing erosion on the slope.	$600,000
3	01	Men	1	4637	0F950	From Sonoma County Line to Caspar. The Governor issued a emergency proclamation on October 30, 2015 in response to drought induced tree die-off throughout the State. Widespread tree mortality has been attributed to the lack of precipitation and associated tree infestations and disease. Maintenance crews are unable to keep up with the elevated tree mortality with resources available. In this stretch of Route 1, approximately 400 trees have been	$850,000
4	01	Men	271	4638	0G020	Near Leggett, at Mc Coy Creek Sidehill Viaduct (No. 10-0100) and at 2.3 miles south of South Fork Eel River Bridge. On December 21, 2015 Maintenance staff observed excessive seepage and accelerated erosion under the sidehill viaduct, resulting in voids extending below the middle of the viaduct and up to the deck surface. Significant erosion has exposed portions of the foundation piles, and cracks in the roadway surface beyond the viaduct are visible. In	$750,000
5	02	Plu	70	3651	2H440	Near Belden, at 2.3 miles west of Chipps Creek Bridge. On January 2 and 3, 2016 rock slides fell across the roadway covering both sides and were cleared separately by Maintenance forces. Further small slides occurred on each of January 5th and 6th requiring clearing. Subsequent geotechnical staff investigations reveal further areas of potential slides. To reduce further threats and closures, work includes removal of loose rocks from the slope by	$500,000
6	02	Sis	96	3650	2H300	Near Happy Camp, at 1.1 miles east of Beck Ranch Road. On December 31, 2015 a landslide across both lanes of travel resulted in complete roadway closure. The slide continued to increase in size as the cleanup effort progressed. This work will include complete removal of the slide so that the roadway can be re-opened to traffic.	$600,000
7	02	Tri	299	3652	2H450	Near Burnt Ranch, from 1.4 miles to 0.9 mile west of Mill Creek Road. Within the limits of an ongoing construction project, heavy rains beginning mid-December have saturated the foundation soil under a newly constructed embankment. The saturated foundation soil slipped out, carrying the newly constructed embankment down the slope towards the Trinity River. The uncontrolled drainage and mudslide is over topping containment basins and	$3,450,000
8	02	Tri	299	3654	2H090	Near Del Loma, at Big French Creek Road. A series of rock slides continue to occur at this location since January 16, 2016. Geotechnical investigations determined that the slope is likely to continue to shed rocks and soil. A future year project is in the planning phase to construct a permanent rock drapery system. The highway is now fully open, but with a continued threat of slides during rain events. This project will provide slope monitoring during rain	$975,000
9	03	Sac	5	5861	1H420	In Sacramento County on Routes 5 and 99 and in Yolo County on Routes 50 and 80 at various locations. As a result of heavy storm events in December 2015 and January 2016, there are numerous concrete pavement slabs that have broken and are moving under traffic due to water saturation. Many locations exhibit destabilized, settled, and broken slabs resulting in loose debris and large potholes. State Maintenance forces have been performing	$1,200,000
10	03	Sac	99	6929	1H450	Near the city of Sacramento, at Turnbridge Drive Pedestrian Overcrossing (POC) No. 24-0169. On November 2, 2015 the POC was closed to public use after a tree branch fell and collapsed approximately 140 feet of fence railing. A follow-up inspection identified the need to also replace the remaining fencing due to corrosion of the fence posts. Additional time was required to develop the appropriate repairs. A 1962 Maintenance Agreement with the	$900,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
11	04	SM	1	1497G	1K490	In Daly City, at Clarinada Avenue. Ongoing storms have caused a washout contributed by a leaking culvert and a separated downdrain pipe. If allowed to continue unabated, undermining will expand and lead to lane loss and ramp closure. Work includes installing rock slope protection (RSP), repairing the drainage system, and reconstructing pavement.	$600,000
12	05	SB	101	2643	1H180	In Santa Barbara, from 0.2 to 0.4 mile north of Carrillo Street. On January 21, 2016 a city waterline break caused a sinkhole under the median and northbound inside lane. Pavement is damaged in two adjacent lanes and erosion occurred at the outside shoulders. State maintenance forces repaved a portion of the affected lanes and applied slurry backfill to the sinkhole. There is a dip in the inside northbound lane with unknown damage under the	$500,000
13	05	SBt	25	2642	1H170	Near Pinnacles, from 2.7 to 2.0 miles south of Route 146. With January 2016 winter storms, the cut slope conditions on both sides of the traveled way have resulted in rock fall that is overwhelming the catchment area and falling on to the shoulder and traveled way. Temporary concrete k-rail was placed and traffic is restricted to one-way control. Slopes continue to collapse as material is cleared from the roadway. This project will continue to clear rock	$1,500,000
14	06	Ker	5	6786	0V040	Near Kettleman City, from 9.9 miles north of Route 46 to 7.6 miles south of Route 41 (also in Kings County on Route 5 from PM 0.0 to 9.0). As a result of heavy storm events in January 2016, numerous slabs have broken and are moving under traffic due to water saturation of base and subbase materials. The unstable slabs are creating loose debris and large potholes. State Maintenance crews have been performing emergency work to stabilize the	$2,000,000
15	06	Ker	99	6782	0V030	Near Bakersfield, at Sandrini Road Overcrossing No. 50-0221. On September 5, 2015 an unsecured backhoe bucket being towed on a truck trailer struck the underside of the overcrossing. The high-load hit damaged all five pre-cast girders at mid-span causing concrete spalls and cracks. The outer girder damage required a partial lane closure on the roadway above. This girder requires complete replacement and the remaining girders require patching of	$1,000,000
16	07	LA	39	4954	4X810	Near Azusa, in the Angeles National Forest. In August 2015 the Cabin Fire burned over 1,700 acres in the vicinity of the route. A series of January 2016 storms resulted in mud and debris flows in the burn area, which blocked drainage systems and caused support slope washouts at three locations. This portion of the route is open to public traffic and provides important access for emergency vehicles. This project will repair the washed out slopes, restore	$2,000,000
17	07	Ven	101	4953	4X800	Near the city of Ventura, from 0.7 mile north of West Main Street to 0.1 mile north of Dulah Road Undercrossing; also on Route 1 from PM 21.5 to 23.3. On December 25, 2015 the Solimar wildfire closed Routes 1 and 101 and eventually burned 1,300 acres. Fire damage included burned guardrail and damaged roadway signs, culverts, drainage systems, and fencing. The project will repair fire damage by replacing these systems where necessary, clearing	$2,500,000
18	08	SBd	40	3005F	1G940	Near Needles, at Arbol Ditch Bridge No. 54-0204L/R. During a recent field review, Department staff discovered severe scour damage to the ditch channel. Both directional bridges are founded on spread footings that could be undermined under continued erosion conditions. This project will replace and/or stabilize the damaged rock slope protection (RSP) on the channel banks to arrest erosion and protect bridge supports.	$2,050,000
19	12	Ora	5	2863C	0P740	In Buena Park, at the Beach Boulevard Pump Plant. A pumping plant inspection in May 2015 found that the existing pumps are operating at about half the design flow, which is insufficient for anticipated winter storm events. Pump failure will cause complete closure of the route. The project replaces the defective pumps. This supplemental is necessary because the new pump order will take several additional months for delivery. The supplemental scope	$240,000
19 Projects						**Total**	**$24,215,000**

2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**						**Resolution**
1	03	YOL	16	8655	0C471	Near Capay, from 0.3 mile west of County Road 82B to County Road 82B. Increase curve radius, widen shoulders, install rumble strips, flatten vertical curve, and modify drainage systems to improve safety and reduce the number and severity of collisions.	$1,610,000

Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
2	05	MON	156	2550	1F730	In and near Castroville, from Route 1 to Castroville Overhead. Install approximately 1.5 miles of high tension cable median barrier and construct inside shoulder rumble strips to reduce the number and severity of collisions.	$904,000
3	06	KER	5	6714	0S650	Near Bakersfield, from Buena Vista Canal Road to Route 43. Install 4-Rope High Tension Cable Barrier to reduce the number and severity of cross median collisions.	$1,721,000
4	12	ORA	5	2530E	0N070	In the cities of Laguna Hills, Lake Forest, Irvine, Costa Mesa, Tustin and Orange, on Routes 5, 55, and 73 at various locations. Place Open Graded Friction Course and High Friction Surface Treatment, grove existing Portland Cement Concrete pavement and place Polyester Concrete overlay on bridge decks to reduce the number and severity of collisions during wet conditions.	$3,032,000
4 Projects						**Total**	**$7,267,000**

2.5f.(4)	**Informational Report - Minor Construction Program - Resolution G-05-05 Delegated Allocations**						**Resolution**
1	02	Sha	Var.		4G840	Install fiber hub and activate fiber optic communication system along I-5 and SR 44.	$1,000,000
2	09	Iny	395		33340	Reclaim the Independence Material Site (MS) #118 near Independence at Fort Road Intersection.	$994,000
3	12	Ora	405		0P250	Widen the existing on-ramp to increase the storage capacity on southbound Route 405 at University Drive.	$930,000
3 Projects						**Total**	**$2,924,000**

2.5w.	**Active Transportation Program Projects**				**Resolution**
14	07	LA	4864	This project will create pedestrian and bicycle linkages along several streets serving Sheridan Elementary School and Breed Elementary School; will implement a road diet with new bike lanes on two mile segment of Soto Street between Wabash Avenue and 8th Street.	$204,000
17	07	LA	4873	The project is in the Little Tokyo District of Los Angles within Temple Street on the north, Main Street on the west, 3rd Street on the south, and Alameda Street on the east. Installation of two mid-block and one full traffic signals, a slip lane closure, bus stop lighting, landscaping, street furniture, ADA curb ramp and sidewalk improvements and continental crosswalks.	$133,000
2 Projects				**Total**	**$337,000**

2.5w.(1)	**Active Transportation Program Projects**				**Resolution FATP-1516-07**
1	01	Lak	3105	This project will install Class II bicycle lanes along Phillips Avenue (residential collector street) and to rehabilitate middle 22 feet of the street and widen the existing section by four feet on each side to add Class II bicycle lanes and install signs, stripping and pavement markings.	$46,000
2	03	Sac	1678	On Howe Avenue, between Tallac Street and Marconi Avenue. Construct sidewalk, bike lanes, and upgrade the signalized intersection at Howe Avenue and Marconi Avenue.	$1,533,000
3	04	ALA	2190P	This project will improve pedestrian access and promote walking in a disadvantaged community by constructing new sidewalk, curb, and gutter along 162nd Avenue between Liberty Street and East 14th Street.	$858,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
4	04	SCL		2150C		The project is a Safe Routes Program that targets eight elementary and middle schools in the Gilroy Unified School District. In partnership with the Traffic Safe Communities Network, the County's goal is to increase walking and biking to school among students, and training local community partners and city department staff to teach family walking and bicycling safety classes and involving community stakeholders in development of suggested school route	$1,876,000
5	04	SF		2023D		Throughout San Francisco. Implement an effective bicycle wayfinding signage system.	$792,000
6	05	SB		2611		In Goleta, on Hollister Avenue from Ellwood School to Pacific Oaks. Reconstruct Hollister Avenue to reduce traveled way width. Reconstruct, median islands, add landscaped buffer area, and widen south sidewalk to Class I/Multipurpose path standards, including ADA curb ramps at all intersections. Traffic signal modification at various locations and addition of traffic signal at Cannon Green Drive.	$1,644,000
7	05	SCr		2612		University of California, Santa Cruz campus, in Santa Cruz, CA at Great Meadow Bike Path near and at the intersection of the bike path with Village Road on campus.Realignment of a section of Class I Bike Path, grading changes, realignment of Village Road intersection with the bike path.	$312,000
8	06	Fre		6765		Construct pedestrian improvements on Stathem Avenue, Hazel Street, Mt. Whitney Avenue, and Feland Avenue.	$155,000
9	06	Ker	99	6748	0T870	Construct curb, gutter and sidewalks. ADA curb ramps are also to be installed at various intersections with existing sidewalk.	$310,000
10	06	Ker	180	6751	0U120	Construct bike and pedestrian improvements.	$1,570,000
11	06	Ker	99	6775	0U600	Construct bike and pedestrian improvements.	$420,000
12	07	LA		4866		Infrastructure Project to create low -stress, neighborhood-friendly pedestrian and bicycle linkages along several streets serving Hollywood High School and Selma Avenue in the city of Los Angeles. Network-level improvements will be focused within 1/4 mile of each school following 2010 Bike Plan streets designated as Bicycle Friendly Streets (BFS).	$132,000
13	07	LA		4872		This SRTS project will create neighborhood-friendly pedestrian and bicycle linkages serving Dolores Huerta Elementary School, 28th Street Elementary School, and Quincy Jones Elementary School in the City of Los Angeles. Improvements will be focused within ¼ mile of each school following the 2010 Bike Plan "Bicycle Friendly Streets (BFS)".	$172,000
14	07	LA		4917		Project includes construction, outreach/education and data count equipment installation. The La Kretz Crossing crosses the LA River approximately one-half mile north of Los Feliz Boulevard in the City of Los Angeles.	$3,660,000
15	08	Riv		1144		Sidewalk, curb ramps and driveways approaches, enhanced crosswalks with bulb-outs, and speed feedback signs.	$186,000
16	08	Riv		1160		Sidewalk, curb and gutter, curb ramps, driveway approaches, bus turnout, and pavement markings	$532,000
17	08	SBd		1166		Improve bicyclist and pedestrian access and safety to six Metrolink transit stations.	$576,000
18	10	Sta		3095		The project will install hatched yellow and lighted crosswalks, close sidewalk gaps, improve existing sidewalks and ramps for accessibility.	$321,000
19	11	SD		1161		Reservation-wide multi-purpose trail. Install traffic signage. Install sidewalks on arterial roads.	$350,000

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Proj No	District	County	Route	PPNO	EA	Project Description	Allocation Amount
19 Projects						**Total**	**$15,445,000**
2.5w.(2)	**Active Transportation Program Projects (Advancement)**						**Resolution FATP-1516-08**
1	02	Sha		2574		Integrates local projects and policies into a regional plan, organizing data for small local agencies to prepare ATP applications, and providing the region's largest city with focused plan. (Non-Infrastructure)	$250,000
2	06	Ker		6845		Develop inventory of existing bike and pedestrian infrastructure, identify deficiencies, and prioritize improvements. (Non-Infrastructure)	$250,000
2 Projects						**Total**	**$500,000**
2.6g.(1)	**Transit and Intercity Rail Capital Program Projects**						**Resolution TIRCP-1516-05**
1	10	SJ		CP011	T348GA	Construction of high-frequency, limited-stop Bus Rapid Transit services in two new corridors. Includes the purchase of 12 new diesel-hybrid buses.	$6,841,000
2	VAR	Var		CP010	R347GA	Purchase of four rail cars, two "A"cars and two "B" cars, for insertion to SMART's two-car Diesel Multiple Unit fleet for the 70 mile commuter rail project between Larkspur in Marin County and Cloverdale in Sonoma County.	$11,000,000
2 Projects						**Total**	**$17,841,000**
2.6g.(2)	**Allocation Amendment - Transit and Intercity Rail Capital Program Project**						**Resolution TIRCP-1516-06,**
1	07	LA		CP002	R341GA	~~Replace seven and purchase two additional locomotives to increase service on the Antelope Valley and Ventura lines.~~ **Purchase nine locomotives that contribute to the purchase of 20 locomotives that complete Metrolink's locomotive replacement program and expand service with three locomotives.**	($41,181,000)
1 Projects						**Total**	**($41,181,000)**

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(2)	**Financial Allocation Amendment - Proposition 1B –Locally Administered Route 99 Projects on the State Highway System**		**Resolution R99-AA-1516-01** Amending Resolution R99-AA-1314-03	
1 $41,630,000 City of Modesto StanCOG Stanislaus 10-Sta-99 R21.0/R22.1	**Pelandale Avenue Interchange.** In Modesto and Salida, from 0.75 mile south of Pelandale Avenue to 0.35 mile north of Pelandale Avenue. Reconstruct the SR 99/Pelandale interchange and construct auxiliary lanes. (Future Consideration of Funding under Resolution E-12-60; August 2012.) (CONST allocation includes $~~5,200,000~~ **$5,500,000** for CON ENG.) Outcome/Output: Daily travel time savings = 6,595 hours. Peak period time savings = 79,140 minutes. **Amend Resolution R99-A-1314-03 to revise construction engineering by $300,000 to $5,500,000.**	10-9460 SR-99/13-14 CONST $41,630,000 1000000440 4CONL 47210	2012-13 304-6072 SR-99 20.20.722.000 2013-2014 304-6072 SR-99 20.20.722.000	$3,012,000 $38,618,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5) Allocation Amendment - Proposition 1B – Locally Administered TCIF Projects off the State Highway System				**Resolution TCIF-AA-1516-06,** Amending Resolution TCIF-AA-1314-09
1 ~~$3,285,000~~ **$1,900,000** San Bernardino Associated Governments SANBAG 08-San Bernardino	**ACE: Palm Avenue Railroad Grade Separation.** Near the city of San Bernardino. Construct grade separation for BNSF/UPRR lines at Palm Avenue. (TCIF Project 63). (CEQA – NE, 07/18/2011.) (TCIF funds will be used for Construction Capital only.) (Contributions from other sources: ~~$9,264,000~~ **$9,579,000**.) Outcome/Output: This project will decrease traffic congestion and travel time to improve goods movement. The elimination of potential collision points will improve goods movement and provide greater driver safety and result in increased reliability, velocity, and throughput on the BNSF rail system. **Amend Resolution TCIF-AA-1314-09 to de-allocate additional $1,385,000 in TCIF Bond Program CONST to reflect contract savings.**	08-1134 TCIF/12-13 CONST ~~$3,285,000~~ **$1,900,000** 0800020276	2011-12 104-6056 TCIF 20.30.210.300	~~$3,285,000~~ **$1,900,000**

2.7 Aeronautic Financial Matters

Project Allocation Amount Recipient County	Location Project Description Project Number	Program/Year Fund Code Program Code	Current State Amount by Fund Type	Additional State Amount by Fund Type	Revised State Amount by Fund Type
2.7b.	**Supplemental Financial Allocation for California Aid to Airport Program (CAAP) for Acquisition and Development (A&D) Projects**			**Resolution FDOAS-2015-01**	
1 $49,000 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		$430,000
	Supplemental Funds needed to complete the project. Total Revised Amount: $479,000.	2015-16 602-0041 10.10.020.200		$49,000	$49,000

2.7 Aeronautic Financial Matters

Project # Allocation Amount Recipient County	Location Project Description Project Number	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.7c. Financial Allocation Amendment: Aeronautics Program		**Resolution FDOA-2015-07** Amending Resolution FDOA-2014-07	
1 ~~$20,000~~ $12,946 County of Calaveras Calaveras	Calaveras County Airport Replace Rotating Beacon Cal-1-14-2 **Amend Resolution FDOA–2014–07 to de-allocate $7,054 to reflect project savings at award.**	2014-15 602-0041 10.10.020.200	~~$20,000~~ $12,946

PUBLIC DISTRIBUTION

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

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

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Northern California Carpenters Regional Council
265 Hegenberger Road, Suite 200
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Mr. Darius Assemi, Vice Chair
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Orange County Business Council
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City of Industry, CA 91746-3497

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

Mr. Joseph Tavaglione
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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
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Sacramento, CA 95814
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1.12

WELCOME TO THE REGION

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

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 3

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Jennifer S. Lowden, Chief
Division of Right of Way and
Land Surveys

Subject: **RESOLUTION OF NECESSITY - APPEARANCE**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt a Resolution of Necessity (Resolution) C- 21424 summarized on the following page. This Resolution is for a transportation project on State Route 99 in District 6, in Fresno County.

ISSUE:

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

1. The public interest and necessity require the proposed project.
2. The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury.
3. The property is necessary for the proposed project.
4. An offer to acquire the property in accordance 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 the Department to condemn property on this project, the legality of the proposed adoption of Resolution, and the unlawful use of public funds. The owner's objections and the Department's responses are contained in Attachment B.

BACKGROUND:

Discussions have taken place with the owner, who has been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which 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 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-21424 - Nineda Limited Partnership, a California Limited Partnership
06-Fre-99-PM 26.00 - Parcel 86951-1, 2, 3, 4, 5 - EA 2HT109.
Right of Way Certification Date: 04/01/2016; Ready to List Date: Construction Manager/General Contractor. 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, temporary easements for construction purposes, and an easement for utility purposes to be conveyed to Fresno Irrigation District. Located in the city of Fresno at 3443 North Parkway Drive.
Assessor Parcel Numbers 433-050-035; -036.

Attachments:
- Attachment A - Project Information
- Exhibit A1 and A2 - Project Maps
- Attachment B - Parcel Panel Report for Nineda Ltd
- Exhibit B1 and B2- Parcel Maps
- Attachment C – Resolution of Necessity
- Attachment D – Owner's letter

PROJECT INFORMATION

PROJECT DATA	06-Fre-99-PM 23.7 - 26.5 Expenditure Authorization 2HT109
Location:	State Route (SR) 99, Fresno County
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 Railroad (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 intrastate 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 Avenue, will be replaced. Various local streets on the west side of SR 99 will be modified or re-routed to accommodate the proposed realignment of the State Highway System.

The project construction cost is currently estimated at $130,000,000 with an additional $80,000,000 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) during the design phase to provide constructability input.

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

The construction for the first phase has already begun. Schedule for this phase is as follows;

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

The Department is currently negotiating a price for the construction of the second phase of the project and working to obtain the necessary right of way for the second phase. The Sethi's parcel is needed for the second phase of construction. The schedule for the second phase is as follows:

Right of Way Certification	04/01/2016	Second Phase Certification
Ready to List	N/A	
Advertise	02/01/2016-CM/GC	
Begin Construction	04/01/2016-CM/GC	

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 two to three 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.

PROJECT LOCATION

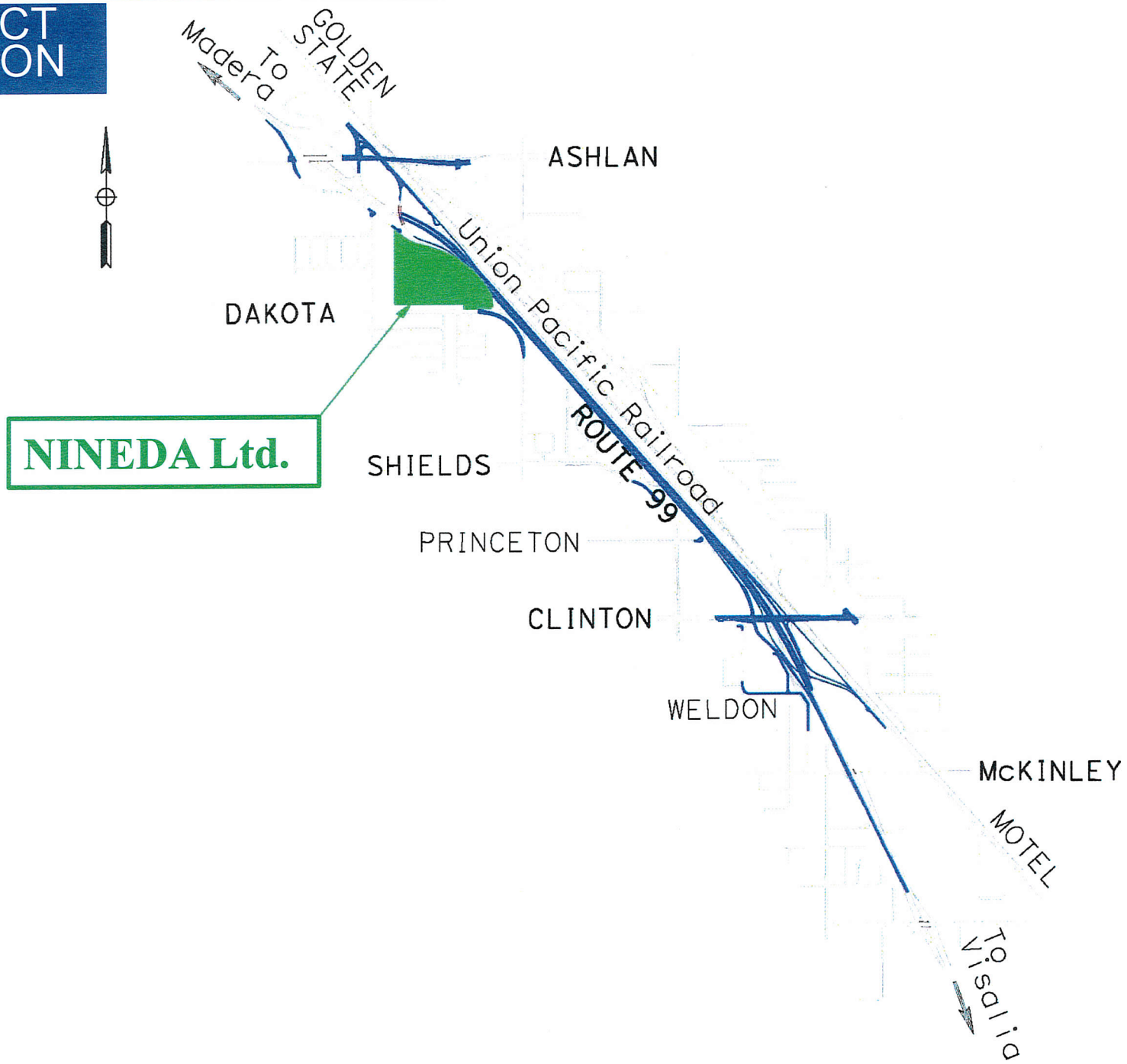

Exhibit A1

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.13S., R.19E., M.D.B.&M.

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

SECTION 13

SECTION 19

SECTION 24

SECTION 30

SECTION 23

SECTION 25

R. 20 E.

R. 19 E.

ASHLAN AVE

ASHLAN AVE

W MERRY AVE

PROPOSED HSR GOLDEN STATE BLVD

TO MADERA

UNION PACIFIC RAILROAD

STATE HIGHWAY 99

WEBER AVE.

TO SELMA

PROPOSED HSR

GOLDEN STATE BLVD.

W DAKOTA AVE

W SHIELDS AVE

W MARKS AVE

CLINTON AVE

86951-1

86951-2

86951-3

86951-4

86951-5

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
RESOLUTION OF NECESSITY

NOT TO SCALE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	FRE	99	26.00	1	2

EXHIBIT A2

Exhibit A2

PARCEL PANEL REPORT

PARCEL DATA

Property Owner:	Nineda Ltd., a California limited partnership
Parcel Location:	At the Dakota Avenue off-ramp at 3443 North Parkway Drive Fresno, CA
Present Use:	Industrial, public storage
Area of Property:	24.09 Acres
Area Required	Parcel 86951-1 - 1.25 Acres - Fee Parcel 86951-2 - 0.018 Acre - Temporary Construction Easement Parcel 86951-3 - 0.07 Acre - FID Easement Parcel 86951-4 - 0.09 Acre - Fee Parcel 86951-5 - 0.58 Acre - Temporary Construction Easement

PARCEL DESCRIPTION

The subject property is located in Fresno, on the northwestern corner of Parkway Drive and Dakota Avenue and consists of two APNs: 433-050-35 and 36. The site is irregular in shape and the topography is level at street grade.

NEED FOR SUBJECT PROPERTY

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

The right of way requirements for the project includes two fee parcels that are 1.25 acre and 0.09 acre needed to construct the realignment of the freeway, a permanent utility easement that is 0.07 acre to relocate facilities owned by Fresno Irrigation District, and two temporary construction easements that are 0.018 acre and 0.58 acre to construct a cul-de-sac at the north end of Parkway Drive and to establish a new entrance to the subject parcel.

RESOLUTION OF NECESSITY REVIEW PANEL REPORT

The Condemnation Panel (Panel) met in Fresno on January 5, 2016. The Panel members included Rene Fletcher, Panel Chair, Department of Transportation (Department) Headquarters (HQ) Division of Right of Way and Land Surveys (RWLS), Harjinder Chima, Department HQ Legal Division, Mike Whiteside, Department, Assistant Chief Engineer, Linda Fong, Department HQ Division of Design, and Paul Pham, Department HQ (RWLS), Secretary of the Panel. The owner's representatives were Mr. Robin Frost, Manager, and Mr. C. William Brewer, attorney (Owner).

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 Owner relate to the statutory authority for the Department to condemn property on this project, the legality of the proposed adoption of Resolution of Necessity (Resolution), and the unlawful use of public funds. The following is a description of the specific concerns expressed by Owner, in a letter dated July 13, 2015, followed by the Department's response:

Owner Contends:

Owner objects to the Resolution arguing that the findings required by law cannot be made, by reason of the multiple violations of the foundational statute which conditionally authorized the high speed train project, to wit: THE SAFE, RELIABLE HIGH-SPEED PASSENGER TRAIN BOND ACT FOR THE 21 ST CENTURY, set forth in Chapter 20 of Division 3 of the Streets & Highways ("S&H") Code which was conditionally approved by California voters at the November 4, 2008 election, generally referred to as "Proposition 1A."

Owner further objects on the basis that the proposed adoption of the Resolution would authorize an illegal act, based substantially if not entirely, on multiple violations of law, each of which are also alleged to have been, and continue to be violations.

The exercise of the power of eminent domain may only be utilized where it is authorized by statute and where it satisfies the constitutional mandates of public use and just compensation. The enabling statute in California, the Eminent Domain Law, is Title 7, Chapters 1 through 12 (sections 1230.010-1273.050) of the Code of Civil Procedure (CCP).

Owner further objects on the basis that the authorization to proceed with the condemnation of their property would necessarily constitute and result in the unlawful use of public funds in violation of another statute, CCP, section 526a, and of misappropriation of public funds.

Specifically, but without limitation, owners object to the adoption of the noticed Resolution based on the following statutory provisions which demonstrate that the public use findings cannot be made: CCP sections 526a, 1240.020, 1240.110, 1240.120 and 1240.130; Streets & Highways Code sections 2704.08(c)(2)(A), (B), (C), (D), (E), (F), (G), (H), (I), (J), (K); 2704.08(d), 2704.08(g), 2704.04, 2704.04(c), 2704.09 (a), (b), (f); and AB 3034, subsection (f) of section 8.

Department Response:

While the High Speed Rail (HSR) Project necessitates the planned relocation of State Route (SR) 99, this acquisition involves the acquisition of property by the Department for a Department project. The Resolution of Necessity shall be heard by the California Transportation Commission, not the California Public Works Board as would be required for resolutions associated with the
HSR Project.

In cooperation with the sister agency, HSR Authority, Department is realigning SR 99 to make room for the HSR Project.

CCP Section 1245.230 (c) sets forth the preconditions that must be satisfied by a public entity to obtain a Resolution.

1. The public interest and necessity require the Project

The public interest and necessity require the project: The relocation of SR 99 is necessitated by the High Speed Rail project. The Legislature declared the need for a statewide HSR project in 1996 with passage of the California HSR Act. The Act states, among other things: "Development of a HSR system is a necessary and viable alternative to automobile and air travel in the state." In addition, the Legislature reaffirmed the public interest in and necessity for the HSR project in 2012 and 2014 with appropriations for HSR construction.

2. That the proposed Project is planned and located in a manner that will provide the greatest public good with the least private injury

Several SR 99 realignment alternatives were considered by the Department in the project development process. This proposed alternative meets the project need, is the most cost effective, and has the least impact on the private owners and the environment.

3. The property described in the Resolution is necessary for the proposed project

After the proposed alternative has been chosen, only property that is necessary to SR 99 realignment construction is acquired.

4. Offer required by Government Code Section 7267.2 has been made to the owner of record

An offer of just compensation was made to the Owner on May 08, 2015. The Department has satisfied all of the preconditions.

Owner also has numerous objections regarding the HSR Project. Streets and Highways Code section 2704.04 (a) recites that it is "the intent of the Legislature by enacting this chapter and of the people of California by approving the bond measure pursuant to this chapter to initiate the construction of a highspeed train network consistent with the authority's Final Business Plan of June 2000." In addition, the Attorney General's office has opined that the California HSR Authority is authorized to exercise the powers set forth in Public Utilities Code section 185036. It received partial authority to exercise those powers through legislation, and full authority on November 4, 2008, through the passage of the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century. HSR project is moving forward.

Owner Contends:

Owner requested the Department's final design plans and confirmation that there will be no additional changes at this location. Owner is concerned that the reconstruction schedule and the final cost estimate will not be accurate if Department makes any additional design changes.

Department Response:

Department has confirmed that the plan which Owner has previously received was the final design plans. Department assured that the Owner can finalize their reconstruction plan based on information provided. Additionally, Department's Design staff has been working with the Owner's in-house construction personnel in an effort to determine a better estimate of impacts and the value of such. On February 7, 2016, an updated estimate was received from the Owner; however, it did not provide sufficient information for the Department to validate the owner's claim for curable work.

Owner Contends:

Owner has concern about the drainage in after condition. Currently, this parcel drains into a basin, which will be replaced with a 24-inch pipe. Owner also has concern regarding the reconnection of two fire hydrants since the water main will be relocated from its existing location by the project.

Department Response:

Department has provided the detailed plans including cross-sections at the cul-de-sac location to the Owner for further evaluation of the drainage solution. Department has provided the utility plans to the Owner showing the new location of the water main on Dakota Avenue for the reconnection of the fire hydrants.

DEPARTMENT CONTACTS

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

Type of Contact:	Number of Contact
Mailing of information	2
Email of information	20+
Telephone contacts	18+
Personal / meeting contacts	7

STATUTORY OFFER TO PURCHASE

The Department has appraised the subject property and offered the full amount of the appraisal to the owner of record as required by the Government Code Section 7267.2. The property owner has 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 CCP 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 accodance with Government Code Section 7267.2 has been made to the owner of record.

The Panel recommends submitting a Resolution to the Commission.

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

I concur with the Panel's recommendation:

KARLA SUTLIFF
Chief Engineer

PERSONS ATTENDING CONDEMNATION PANEL REVIEW MEETING ON JANUARY 5, 2016

Rene Fletcher, HQ's Division of Right of Way and Land Surveys, Panel Chair
Linda Fong, HQ's Division of Design, Panel Member
Harjinder Chima, HQ's Legal Division, Panel Member
Paul Pham, HQ's Right of Way, Panel Secretary
Mike Whtieside, Assistant Chief Engineer

Robin Frost, Manager, Nineda Ltd.
C. William Brewer, Attorney for the Property Owner, Motschiedler, Michaelides, Wishon, Brewer & Ryan, LLP.

Sharri Bender Ehlert, Department of Transportation, District 6, District Director
Jamie Lupo, District 6, Central Region Chief, Right of Way
Sharon Parsons, District 10, Senior Right of Way Agent
Garth Fernandez, District 6, Project Management
Jun Xu, District 6, Project Delivery

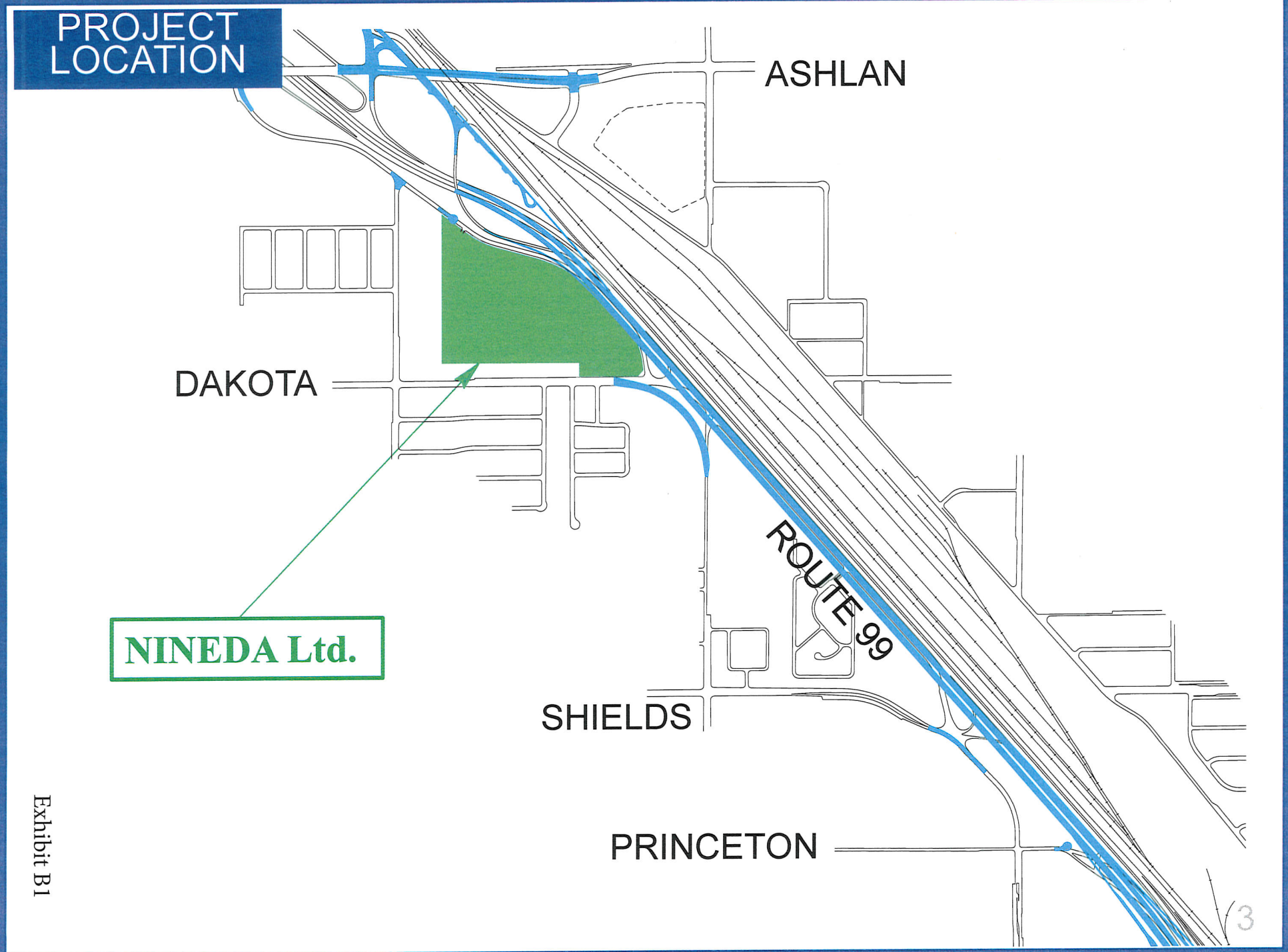
PROJECT LOCATION
ASHLAN
DAKOTA
NINEDA Ltd.
ROUTE 99
SHIELDS
PRINCETON

Exhibit B1

T.13S., R.19E., M.D.B.&M.
CITY OF FRESNO
SECTION 24

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.

Point of Commencement
Parcel 86951-1,2,3,4,5

C 1/4 COR. SEC. 24, 13/19
FD. 4-1/2" IP FILLED WITH
CONCRETE, PER CR No.3013
FRESNO COUNTY
SURVEYOR'S OFFICE

Point of Beginning
Parcel 86951-1,3

STATE HIGHWAY 99

99

N PARKWAY DR.

86951-1
86951-2
86951-3
86951-4
86951-5

L=575.75
332.44
N41°01'56"W
L=263.42
Δ=29°01'29"
R=520.00
N89°46'31"W
379.63
Δ=28°11'42"
R=1170.00
804.25
N41°03'36"W
286.61
N41°03'36"W
169.11
N49°04'33"W
173.05
N57°38'30"W
N74°40'00"W
252.73
N20°46'22"E
Radial
N81°13'58"E
Radial
79.00
N6°46'26"W
N45°13'36"E
61.08
1/4 SECTION LINE
797.35
N89°46'31"W
295.89
N89°46'24"W
46.95
N00°13'29"E
W DAKOTA AVE.

SEE DETAIL D

Point of Beginning
Parcel 86951-1,3

N41°03'36"W
187.62
N41°03'36"W
286.61
S48°56'24"W
15.00
C1
212.91
N41°03'36"W
N81°13'58"E
Radial

DETAIL D
NOT TO SCALE

SEE DETAIL A

SEE DETAIL B

SEE DETAIL C

C2
C3
C4
C5
149.59
N89°39'35"W
199.78
N00°31'13"E

Point of Beginning
Parcel 86951-4

N74°40'00"W
10.34
N74°40'00"W
30.27
252.73
N74°40'00"W
S69°30'33"E
Radial
L1
L2
Point of Beginning
Parcel 86951-5
S0°27'19"W
89.14
S83°03'47"W
Radial
N37°22'16"E
Radial

DETAIL B
NOT TO SCALE

86951-2

N8°14'54"E
13.04
S18°41'22"W
Radial
N89°46'51"W
38.96
N89°46'24"W
41.83
N8°14'54"E
12.06
R=20.00
Δ=25°41'00"
L=8.97
N89°46'24"W
C7
295.89
N89°46'24"W
46.95
N00°13'29"E
797.35
N89°46'31"W
1/4 SECTION LINE
Point of Beginning
Parcel 86951-2

DETAIL A
NOT TO SCALE

86951-5

S85°20'07"W
39.42
149.59
N89°39'35"W
S0°49'47"W
5.19
N89°29'41"W
11.95

LEGEND

- PARCEL 86951-1 FEE AREA
- PARCEL 86951-2 TEMPORARY CONSTRUCTION EASEMENT
- PARCEL 86951-3 FID EASEMENT

CURVE DATA TABLE			
NO.	RADIUS	DELTA	LENGTH
C1	520.00	3°14'25"	29.41
C2	730.00	7°35'32"	96.73
C3	39.50	51°32'33"	35.53
C4	50.50	152°35'21"	134.49
C5	730.00	8°41'36"	110.76
C6	520.00	1°59'36"	18.09
C7	20.00	19°27'32"	6.79

LINE DATA TABLE		
NO.	BEARING	DISTANCE
L1	S2°52'17"W	14.39
L2	N89°32'41"W	10.93
L3	N74°40'00"W	12.23

NOTES

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
EXHIBIT B

SCALE: 1"=200'

FEET 0 50 100 200 300

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	FRE	99	26.00	2	2

Exhibit B2

EXHIBIT B2

ATTACHMENT C

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21424

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Fre-99-PM 26.00 PARCEL 86951-1, 2, 3, 4, 5
OWNER: Nineda Limited Partnership, a California Limited 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; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Fresno Irrigation 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

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:

ATTACHMENT D

→ Stephen Mallen;

MOTSCHIEDLER, MICHAELIDES, WISHON,
BREWER & RYAN, LLP
ATTORNEYS AT LAW
1690 WEST SHAW AVENUE
SUITE 200
FRESNO, CALIFORNIA 93711

POST OFFICE BOX 9099
FRESNO, CALIFORNIA 93790-9099

J. CARL MOTSCHIEDLER
PHILLIP G. MICHAELIDES
A. EMORY WISHON III
C. WILLIAM BREWER*
RUSSELL K. RYAN†
JORDAN K. RYAN

*A PROFESSIONAL CORPORATION
†ALSO ADMITTED IN UTAH

TELEPHONE (559) 439-4000
FACSIMILE (559) 439-5654

RECD BY CTC
JUL 15 2015

Forwarded to: Right of way 7/16/15.

Copied to: Stephen Mallen

Received 7/20 PPham

July 13, 2015

Executive Director
California Transportation Commission
Post Office Box 942873
Mail Station 52
Sacramento, California 94273-0001

Re: **HSR Parcel Numbers: 86951-1, 2, 3, 4, 5**
Owner: Nineda Ltd., a California limited partnership

Dear Sir or Madame:

With respect to the proposed construction of the High Speed Rail as it impacts the property described above, this letter will serve as my request to appear and be heard at the California Transportation Commission ("Commission") hearing on the adoption of the Resolution of Necessity now scheduled for August 26 and 27, 2015. This request is made on behalf of the record owner of the impacted property who also plans to appear.

This request is made in accordance with the requirements set forth in the Commission's Notice to Property Owners of Intention to Adopt Resolution of Necessity dated July 10, 2015, received by owner on July 13, 2015.

Very truly yours,

C. William Brewer

CWB:ndl

cc: Nineda, Ltd.

{00151/0037//412949.DOC}

MOTSCHIEDLER, MICHAELIDES, WISHON,
BREWER & RYAN, LLP
ATTORNEYS AT LAW
1690 WEST SHAW AVENUE
SUITE 200
FRESNO, CALIFORNIA 93711

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*A PROFESSIONAL CORPORATION
†ALSO ADMITTED IN UTAH

TELEPHONE (559) 439-4000
FACSIMILE (559) 439-5654

July 13, 2015

Executive Director
California Transportation Commission
Post Office Box 942873
Mail Station 52
Sacramento, California 94273-0001

Re: **HSR Parcel Numbers: 86951-1, 2, 3, 4, 5**
Owner: Nineda Ltd., a California limited partnership

Dear Sir or Madame:

Owner respectfully submits its objections to the intended adoption of the Resolution of Necessity ("**RON**") following the noticed public hearing for August 26 and 27, 2015.

Owner objects generally on the ground that the findings required by law cannot be made, by reason of the multiple violations of the foundational statute which conditionally authorized the high speed train project, to wit: THE SAFE, RELIABLE HIGH-SPEED PASSENGER TRAIN BOND ACT FOR THE 21ST CENTURY, set forth in Chapter 20 of Division 3 of the Streets & Highways ("S&H") Code which was conditionally approved by California voters at the November 4, 2008 election, generally referred to herein as "Proposition 1A."

Owner further objects on the basis that the proposed adoption of the RON would authorize an illegal act, based substantially if not entirely, on multiple violations of law, each of which are also alleged to have been, and continue to be, violations of law.

The exercise of the power of eminent domain may only be utilized where it is authorized by statute and where it satisfies the constitutional mandates of public use and just compensation. The enabling statute in California, the Eminent Domain Law, is Title 7, Chapters 1 through 12 (sections 1230.010-1273.050) of the Code of Civil Procedure.

Owner further objects on the grounds that the authorization to proceed with the condemnation of their property would necessarily constitute and result in the unlawful use of public funds in violation of another statute, Code of Civil Procedure, section 526a, and of misappropriation of public funds.

Specifically, but without limitation, owners object to the adoption of the noticed RON based on the following statutory provisions which demonstrate that the public use findings cannot be made: Code of Civil Procedure sections 526a, 1240.020, 1240.110, 1240.120 and 1240.130; Streets & Highways Code sections 2704.08(c)(2)(A), (B), (C), (D), (E), (F), (G), (H), (I), (J), (K); 2704.08(d), 2704.08(g), 2704.04, 2704.04(c), 2704.09 (a), (b), (f); an AB 3034, subsection (f) of section 8.

Very truly yours,

C. William Brewer

CWB:ndl

cc: Nineda Ltd.

Tab 4

MINUTES

CALIFORNIA TRANSPORTATION COMMISSION

http://www.catc.ca.gov

January 20-21, 2016

Sacramento, California

Wednesday, January 20, 2016

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

Thursday, January 21, 2016

9:00AM **Commission Meeting**
Lincoln Plaza
Auditorium
400 P Street
Sacramento, 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), Active transportation Program (ATP), Intercity Rail(ICR)

	GENERAL BUSINESS				
1	Roll Call	1.1	Lucy Dunn	I	C

Chair Lucetta Dunn	Present	Commissioner Carl Guardino	Arrived 1:05pm
Commissioner Bob Alvarado	Present	Commissioner Fran Inman	Present
Commissioner Darius Assemi	Present	Commissioner Kehoe	Arrived 1:09pm
Commissioner Yvonne Burke	Present	Commission Jim Madaffer	Arrived 2:00pm
Commissioner Jim Earp	Present	Commissioner Joe Tavaglione	Absent
Commissioner Jim Ghielmetti	Present		
TOTAL		**Present:10** **Absent: 1**	
Senator Jim Beall, Ex-Officio		Absent	
Assemblymember Jim Frazier, Ex-Officio		Present	

2	Election of Commission Chair and Vice-Chair	1.12	Lucy Dunn	A	C

Recommendation: Bob Alvarado, Chair, Assemi
Action Taken: Approved
Motion: Ghielmetti **Second**: Burke **Recused:** **Absent**: Guardino, Kehoe, Madaffer Tavaglione

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

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):
CTC Meeting – March 16-17, 2016 in Irvine, CA

Tab #	Item Description	Ref. #	Presenter	Status*	

Abstained: None

Recommendation: Darius Assemi, Vice Chair
Action Taken: Approved
Motion: Earp **Second**: Inman **Recused:** **Absent**: Guardino, Kehoe, Madaffer Tavaglione

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

3	Approval of Minutes for December 9-10, 2015	1.2	Lucy Dunn	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Alvarado **Second**: Dunn **Recused:** **Absent**: Guardino, Kehoe, Madaffer ,Tavaglione

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

4	Commissioners' Meetings for Compensation	1.5	Lucy Dunn	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Alvarado **Second**: Burke **Recused:** **Absent**: , Kehoe, Madaffer Tavaglione

Vote result: **8-0**
Ayes: Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman
Nays: None
Abstained: None

	REPORTS				
5	Executive Director's Report	1.3	Will Kempton	A	C

CTC Executive Director Will Kempton presented this informational item.

6	Commission Reports	1.4	Lucy Dunn	A	C

CTC Chair Dunn introduced new Commissioner Christine Kehoe, thanked Commissioner Frommer for his service.

7	CalSTA Secretary and/or Undersecretary	1.6	Brian Kelly	I	T

California State Transportation Undersecretary Brian Annis presented this informational item.

8	Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D

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

9	FHWA California Division Administrator	1.11	Vincent Mammano	I	F

Federal Highways Administrator Vince Mammano presented this informational item.

10	Regional Agencies Moderator	1.8	Sarkes Khachek	I	R

Regional Agencies Moderator Sarkes Khachek presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*	
11	Rural Counties Task Force Chair	1.9	Jerry Barton	I	R

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

12	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	Innovations in Transportation: • California Fuel Cell Partnership	4.20	Garth Hopkins Chris White	I	C

California Fuel Cell Partnership's Communications Director Chris White presented this informational item.

14	Consideration of State and Federal Legislative Matters	4.1	Eric Thronson	A	C

Recommendation: Approval of Staff Recommendations
Action Taken: Approved
Motion: Earp **Second**: Ghielmetti **Recused:** **Absent**: Madaffer, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe
Nays: None
Abstained: None

15	Update on the Road Charge Technical Advisory Committee and Pilot Program	4.3	Mitch Weiss	I	C

CTC Deputy Director Mitchell Weiss presented this informational item.

16	Update on the Public Forums on Transportation	4.4	Garth Hopkins	I	C

CTC Deputy Director Garth Hopkins presented this informational item.

17	Update on the Budget and Allocation Capacity	4.2	Laurel Janssen Steven Keck	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

18	Approval of the Revised 2016 STIP Fund Estimate Assumptions for the Price Based Excise Tax Rate	4.17	Laurel Janssen Steven Keck	A	D

Recommendation: Approval staff recommendations with request for frequent updates
Action Taken: Approved
Motion: Madaffer **Second**: Alvarado **Recused:** **Absent**: Tavaglione
Vote result: **8- 2**
Ayes: Alvarado, Burke, Dunn, Earp, Guardino, Inman, Kehoe, Madaffer
Nays: Ghielmetti, Assemi
Abstained: None

Speakers:

Sarkes Khachek – Santa Barbara County Association of Governments
Kenneth Kao – Metropolitan Transportation Commission
Barbara O'Keefe – Tehama County Transportation Commission
Patricia Chen- Los Angeles County Metropolitan Transportation Authority

Tab #	Item Description	Ref. #	Presenter	Status*	
19	Approval of the Amended 2016 STIP Fund Estimate	4.18	Laurel Janssen Steven Keck	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second**: Assemi **Recused:** **Absent**: Tavaglione
Vote result: **10-0**
Ayes: Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

20	Approval of the 2016 STIP Schedule Revision	4.6	Laurel Janssen	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second**: Assemi **Recused:** **Absent**: Tavaglione
Vote result: **10-0**
Ayes: Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

21	Approval of the Revised 2016 Aeronautics Account Fund Estimate	4.16	Stephen Maller Steven Keck	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Inman **Recused:** **Absent**: Tavaglione
Vote result: **10-0**
Ayes: Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

22	Overview of the State Highway Operation Protection Program (SHOPP) and Draft of the 2016 SHOPP	4.10	Stephen Maller Bruce De Terra	I	D

CTC Deputy Director Stephen Maller and Caltrans Division Chief of Programming Brice De Terra presented this informational item.

23	Approval of Amendments to Resolution G-12	4.19	Stephen Maller Rick Guevel	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Madaffer **Recused:** **Absent**: Tavaglione
Vote result: **10-0**
Ayes: Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

24	Consideration of Draft Toll Facility Guidelines (AB 194)	4.9	Eric Thronson	I	C

CTC Deputy Director Eric Thronson presented this informational item.

Speakers:

Darrel Johnson - Orange County Transportation Authority

Tab #	Item Description	Ref. #	Presenter	Status*	
25	Report on the Traffic Congestion Relief Program (TCRP)	4.15	Laurel Janssen Bruce De Terra	I	D

CTC Deputy Director Laurel Janssen presented this informational item.

	INFORMATION CALENDAR		Stephen Maller		
26	**Informational Reports on Allocations Under Delegated Authority** -- Emergency G-11 Allocations *(2.5f.(1))*: $10,400,000 for 12 projects. -- SHOPP Safety Lump Sum Sub-Allocations *(2.5f.(3))*: $13,110,000 for five projects. -- Minor G-05-05 Allocations *(2.5f.(4))*:$600,000 for one project.	2.5f.		I	D

This item was presented as part of the Information Calendar.

	Monthly Reports on the Status of Contract Award for:				
27	State Highway Projects, per Resolution G-06-08	3.2a.		I	D

This item was presented as part of the Information Calendar.

28	Local Assistance STIP Projects, per Resolution G-13-07	3.2b.		I	D

This item was presented as part of the Information Calendar.

29	Local Assistance ATP Project, per Resolution G-15-04	3.2c.		I	D

This item was presented as part of the Information Calendar.

30	Local and Regional Agency Notices of Intent to Expend Funds on Programmed STIP Projects Prior to Allocation	3.4		I	C

This item was presented as part of the Information Calendar.

	Quarterly Reports – First Quarter FY 2015-16				
31	Caltrans Rail Operations	3.7		I	D

This item was presented as part of the Information Calendar.

	CONSENT CALENDAR	Stephen Maller

Recommendation: Approval as amended
Action Taken: Approved
Motion: Earp **Second**: Assemi **Recused:** **Absent**: Tavaglione
Vote result: **10-0**
Ayes: Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

32	TCRP Amendments for Approval: Amend TCRP Project 1.1 (BART to San Jose; extend from Fremont to Warm Springs) to reprogram and reallocate $1,632,000 from Right of Way to construction and update the project funding plan.	2.1a.(4)/ 2.6e		A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
33	Approval of Projects for Future Consideration of Funding: 05-SB-1, PM 15.6 Salsipuedes Creek Bridge Scour Mitigation Project (MND) (PPNO 1501) (SHOPP)	2.2c.(1)		A	D

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

34	Approval of Project for Future Consideration of Funding: 03 – El Dorado County Oak Parkway Trail Undercrossing Project (MND) (PPNO 1683) (ATP) *(Related Item under Tab 72.)*	2.2c.(2)		A	C

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

35	Approval of Project for Future Consideration of Funding: 02 – Siskiyou County Guys Gulch Bridge Replacement Project (MND) (PPNO 2506) (HSIP) (STIP)	2.2c.(3)		A	C

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

36	Approval of Project for Future Consideration of Funding: 02 – Siskiyou County Schulmeyer Gulch Bridge Replacement Project (MND) (PPNO 2474) (HPB) (STIP)	2.2c.(4)		A	C

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

37	Approval of Project for Future Consideration of Funding: 05 – Santa Cruz County Rail Trail – Lee Road Project Construct a multi-use paved path, retaining wall, fence, relocate drainage structure, relocate railroad building and install pedestrian crossing on two streets. (FEIR) (PPNO 2552) (STIP)	2.2c.(7)		A	C

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

38	Approval of Project for Future Consideration of Funding: 05 – Monterey County Monterey-Salinas Transit Monterey Bay Operations and Maintenance Facility Renovation and Expansion Project (MND) (TIRCP)	2.2c.(8)		A	C

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

39	One Relinquishment Resolution: --06-Fre-180-PM 72.34/73.84 Right of way along Route 180 between Quality Avenue and Smith Avenue, in the county of Fresno.	2.3c.		A	D

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

Tab #	Item Description	Ref. #	Presenter	Status*	
40 8 Ayes	22 Resolutions of Necessity: Resolutions C-21401 through C-21422	2.4b.		A	D

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

Resolutions C-21403, C-21404, C-2045 ,C- 21419 are removed from the agenda.

41	Director's Deeds: Items 1 through 12 Excess Lands - Return to State: $7,991,150 Return to Others: $0	2.4d.(1)		A	D

This item was presented and approved as part of the Consent Calendar. Deed #6 removed from the Agenda

42	Reduction to TCIF Construction Allocations for: • TCIF Project 75 (South Line Mainline – Phase 2 [PPNO 2102]) • TCIF Project 104 (SR 905/SR 125 Northbound Connectors [PPNO 1101])	2.5g.(5a) – 2.5g.(5b)		A	D

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

43	Aeronautics Program Amendment for Approval: Aeronautics - Acquisition and Development (A&D) Program Amendment.	4.14		A	D

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

	END OF CONSENT CALENDAR				
	ENVIRONMENTAL MATTERS				
44	Approval of Project for Future Consideration of Funding: 03 – Placer County Downtown Roseville Cass I Trail Project Construction of Class 1 Trail, relocation of the Ice House Bridge and construction of the Taylor Street Bridge (FEIR) (PPNO 25469) (ATP) *(Related Item under Tab 72.)*	2.2c.(6)	Jose Oseguera	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Assemi **Recused:** **Absent**: Tavaglione
Vote result: **10-0**
Ayes: Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	PROGRAM UPDATES				
	Active Transportation Program (ATP) Updates				
45	Adoption of the 2015 Active Transportation Program, Metropolitan Planning Organization Component - 8 of 9 Large MPOs	4.11	Laurie Waters	A	C

Recommendation: Approval of 7 MPO's
Action Taken: Approved
Motion: Alvarado **Second**: Assemi **Recused:** **Absent**: Tavaglione
Vote result: **10-0**
Ayes: Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer

Tab #	Item Description	Ref. #	Presenter	Status*	

Nays: None
Abstained: None

Recommendation: Approval of Tulare COG MPO
Action Taken: Approved
Motion: Ghielmetti **Second**: Madaffer **Recused:** Assemi **Absent**: Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

46	Adoption of the 2015 Active Transportation Program, Metropolitan Planning Organization Component - Southern California Association of Governments	4.23	Laurie Waters	A	C

Recommendation: Approval
Action Taken: Approved
Motion: Alvarado **Second**: Burke **Recused:** **Absent**: Tavaglione
Vote result: **10-0**
Ayes: Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Speakers:
Stephen Patchan – Southern California Association of Governments

47	Presentation on the Draft 2017 Active Transportation Program Guidelines	4.21	Laurie Waters	I	C

CTC's Laurie Waters presented this informational item.
* CTC press release today – Dunn

Speakers:
Sarkes Khachek - Santa Barbara County Association of Governments
Kenneth Kao – Metropolitan Transportation Commission
Tony Dang – California Walks
Chanell Fletcher – Safe Route to Schools National Partnership
Erika Whitcomb – PolicyLink
Phoebe Seaton - Leadership Council for Justice and Accountability
Jeanie Ward-Waller – California Bicycle Coalition
Patricia Chen- Los Angeles County Metropolitan Transportation Authority
Barbara O'Keefe – Tehama County Transportation Commission
Maura Twomey – Rural Counties Task Force

	Proposition 1B Program Amendments for Approval:				
48	Trade Corridors Improvement Fund Program Amendment: Add Project 117 – Avenue 66/Union Pacific Railroad Grade Separation Bypass Project in Riverside County, Project 118 – San Elijo Lagoon Double Track Project in San Diego County and Project 119 – Navy Drive Widening Project in San Joaquin County.	4.12	Dawn Cheser	A	C

Items 48 and 49 were taken together

Recommendation: Approval
Action Taken: Approved

Tab #	Item Description	Ref. #	Presenter	Status*	
			Tavaglione		

Vote result: **7-0**
Ayes: Alvarado, Burke, Earp, Ghielmetti, Guardino, Inman, Madaffer
Nays: None
Abstained: None

49	Trade Corridors Improvement Fund Baseline Agreement: Approve the Baseline Agreement for Project 118 – San Elijo Lagoon Double Track Project in San Diego County.	4.13	Dawn Cheser	A	C

Items 48 and 49 were taken together

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Burke **Recused:** **Absent**: Assemi, Dunn, Kehoe, Tavaglione

Vote result: **7-0**
Ayes: Alvarado, Burke, Earp, Ghielmetti, Guardino, Inman, Madaffer
Nays: None
Abstained: None

	Airspace Leases				
50	Request to Directly Negotiate with Basin Street Properties	2.4c.	Stephen Maller Jennifer S. Lowden	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Burke **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	Director's Deed				
51	Request to Directly Negotiate a Direct Sale to Valley Oaks Partners, LLC	2.4d.(2)	Stephen Maller Jennifer S. Lowden	A	D

This item was withdrawn prior to the meeting.

	Other Right of Way Matters				
52	Hayward Bypass Excess Land Transfer to City of Hayward	2.4e.	Stephen Maller Jennifer S. Lowden	A	D

Staff recommends the Commission approve direct sales of excess State Route 238 Hayward Bypass Project properties to the City of Hayward per Commission Resolution G-98-22, clause 2.2 and fully executed on January 20, 2016 purchase and sales agreement between the City of Hayward and the California Department of Transportation.

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Earp **Recused:** **Absent**: Tavaglione
Vote result: **10-0**
Ayes: Alvarado, Assemi, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	Transit & Intercity Rail Capital Program (TIRCP) Updates

Tab #	Item Description	Ref. #	Presenter	Status*	
53	TIRCP Guidelines	4.22	Eric Thronson Chad Edison	A	T

No action taken on this item

	Quarterly Reports – First Quarter FY 2015-16				
54	Project Delivery	3.8	Stephen Maller Jim Davis	I	D

CTC Deputy Director Stephen Maller and Caltrans' Jim Davis presented this informational item.

55	Proposition 1B *--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 De Terra	I	D

CTC Deputy Director Stephen Maller and Caltrans Rail Division Chief Bruce Roberts presented this informational item.

	STIP Program Updates				
56	Update on the 2015-16 STIP Allocation Priorities Project List	4.5	Laurel Janssen	I	C

CTC Deputy Director Laurel Janssen presented this informational item.

57	2015-16 STIP Delivered List – Allocations Requested but not yet Approved	4.7	Laurel Janssen	A	C

Recommendation: Approval of 3 projects for allocation
Action Taken: Approved
Motion: Assemi **Second**: Madaffer **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	ALLOCATIONS				
	SHOPP Program Amendments for Approval:				
58	Request to: --Add 10 new projects into the 2014 SHOPP. --Revise 42 projects currently programmed in the 2014 SHOPP.	2.1a.(1)	Stephen Maller Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Earp **Second**: Guardino **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	Supplemental Fund Allocations				
59	Request of $285,000 in additional funds to award the construction contract for the Pavement Rehabilitation SHOPP Minor A (EA 4E800) project in Siskiyou County. This results in an increase of 28.5 percent over the current allocation.	2.5e.(1)	Stephen Maller Dave Moore	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second**: Assemi **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

60	Request of $1,271,000 in additional funds to award the construction contract for the Pavement Rehabilitation SHOPP (PPNO 0135T) project on Route 580 in Alameda County. This results in an increase of 45.3 percent over the current allocation.	2.5e.(2)	Stephen Maller Bijan Sartipi	A	D

Recommendation: Approve staff recommendation to deny allocation
Action Taken: Approved staff recommendation
Motion: Ghielmetti **Second**: Madaffer **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

61	Request of $5,500,000 in additional funds to complete construction for the Bouldin Island SHOPP project (PPNO 7352) in San Joaquin County. This results in an increase of 16.9 percent over the current allocation.	2.5e.(3)	Stephen Maller Dennis Agar	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second**: Assemi **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

62	Request of $490,000 in additional funds to close-out the construction contract for the Proposition 1B Chico Auxiliary Lane project (PPNO 2410B) in Butte County. This results in an increase of 1.8 percent over the current allocation.	2.5e.(4)	Stephen Maller Amarjeet Benipal	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Inman **Second**: Assemi **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

63	Request of $1,800,000 in additional funds to close-out the construction contract for the Proposition 1B East Sonora Bypass project (PPNO 0021B) in Tuolumne County. This results in an increase of 6.7 percent over the current allocation.	2.5e.(5)	Stephen Maller Dennis Agar	A	D

Recommendation: Approval
Action Taken:

Tab #	Item Description	Ref. #	Presenter	Status*	

Motion: Earp **Second**: Guardino **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

Speakers:
Darin Grossi – Tuolumne County Transportation Council

	Minor Program Allocations				
64	Request of $2,594,000 for four Minor projects.	2.5a.	Stephen Maller Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Ghielmetti **Second**: Assemi **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	SHOPP Allocations				
65	Request of $45,860,000 for 17 SHOPP projects as follows: *2.5b.(1a)* --$45,860,000 for 17 SHOPP projects.	2.5b.(1)	Stephen Maller Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Assemi **Second**: Earp **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	STIP Allocations				
66	Request of $175,000 for the locally administered STIP West Minaret Road Sidewalk & Safety (PPNO 2601) project, in Mono County.	2.5c.(2)	Laurel Janssen Bruce De Terra	A	D

Recommendation: Approval of Staff recommends to move to this project delivered list.
Action Taken: Approved
Motion: Assemi **Second**: Burke **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

67	Request of $1,711,000 for eight locally administered STIP projects, off the State Highway System. *2.5c.(3a)* -$1,611,000 for seven STIP projects. *2.5c.(3b)* - $ 100,000 for one STIP Planning, Programming, and Monitoring project.	2.5c.(3)	Laurel Janssen Bruce De Terra	A	D

Recommendation: Approval of staff recommendation to allocate 6 projects and move 2 to delivered list.
Action Taken: Approved
Motion: Assemi **Second**: Ghielmetti **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer

Tab #	Item Description	Ref. #	Presenter	Status*	

Nays: None
Abstained: None

	Federal Transportation Funds – Border Infrastructure Program (BIP)				
68	Request of $26,445,000 in federal BIP funds for two State and one locally administered projects.	2.5c.(4)	Laurel Janssen Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second**: Inman **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	Multi-Funded Proposition 1B STIP/STIP-RIP Project Allocation				
69	Request of $59,486,000 for the State administered multi-funded Proposition 1B STIP/STIP-RIP Casitas Pass & Linden Avenue Interchanges (PPNO 0482) project, in Santa Barbara County.	2.5g.(3)	Laurel Janssen Bruce De Terra	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second**: Assemi **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	Proposition 1B Intercity Rail Project Allocation				
70	Request of $30,500,000 for the locally administered Proposition 1B Intercity Rail - Van Nuys North Platform (PPNO 2113) project, in Los Angeles County.	2.5g.(8)	Laurel Janssen Bruce Roberts	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Burke **Second**: Guardino **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	Transit & Intercity Rail Capital Program (TIRCP) Project Allocations				
71	Requesting of $713,000 for the locally administered Transit and Intercity Rail Capital Program San Diego Transit System Trolley Capacity Improvements (PPNO CP008) project, in San Diego County.	2.6g.	Laurel Janssen Bruce Roberts	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Madaffer **Second**: Assemi **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	Active Transportation Program (ATP) Project Allocations

Tab #	Item Description	Ref. #	Presenter	Status*	
72	Request of $8,929,000 for 20 Active Transportation Program projects. *(Related Items under Tabs 34 & 44.)*	2.5w.(1)	Laurie Waters Rihui Zhang	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Assemi **Second**: Burke **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	Advance Active Transportation Program (ATP) Project Allocations				
73	Advance request of $120,000 for the locally administered Active Transportation Program North 12th Complete Street (PPNO 1685) project, programmed in FY 2016-17, in Sacramento County.	2.5w.(2)	Laurie Waters Rihui Zhang	A	D

Recommendation: Approval
Action Taken: Approved
Motion: Assemi **Second**: Madaffer **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	TIME EXTENSION REQUESTS				
	Contract Award Time Extension				
74	Request to extend the period of contract award for seven SHOPP projects, per Resolution G-06-08.	2.8b.(1)	Laurie Waters Bruce De Terra	A	D

Items 74-78 were taken together

Recommendation: Approval
Action Taken: Approved
Motion: Assemi **Second**: Earp **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

75	Request to extend the period of contract award for two Active Transportation Program projects, per ATP Guidelines.	2.8b.(2)	Laurie Waters Rihui Zhang	A	D

Items 74-78 were taken together

Recommendation: Approval
Action Taken: Approved
Motion: Assemi **Second**: Earp **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

76	Request to extend the period of contract award for the locally administered Ed Powers Bike Lane STIP project (PPNO 2598) in Inyo County, per STIP Guidelines.	2.8b.(3)	Laurie Waters Rihui Zhang	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	

Items 74-78 were taken together

Recommendation: Approval
Action Taken: Approved
Motion: Assemi **Second**: Earp **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None
Abstained: None

	Project Completion Time Extension				
77	Request to extend the period of project completion for one locally administered Reconstruct I-5/ Cosumnes River Boulevard Interchange STIP project in Sacramento County, per Resolution G-06-08.	2.8c.(1)	Laurie Waters Bruce De Terra	A	D

Items 74-78 were taken together

Recommendation: Approval
Action Taken: Approved
Motion: Assemi **Second**: Earp **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

78	Post fact request to extend the period of project completion for the locally administered Kennedy Tailing Wheels Park Building STIP project (PPNO 0015A) in Amador County, per STIP guidelines	2.8c.(2)	Laurie Waters Rihui Zhang	A	D

Items 74-78 taken together

Recommendation: Approval
Action Taken: Approved
Motion: Assemi **Second**: Earp **Recused:** **Absent**: Dunn, Tavaglione
Vote result: **9-0**
Ayes: Alvarado, Assemi, Burke, Earp, Ghielmetti, Guardino, Inman, Kehoe, Madaffer
Nays: None
Abstained: None

	OTHER MATTERS / PUBLIC COMMENT	6.			
	ADJOURN				

Will Kempton

Will Kempton, Executive Director

2-29-16

Date

Tab 5

Memorandum

To: CHAIR AND COMMISSIONERS **Date**: March 16, 2016

From: Will Kempton
Executive Director

File: 1.5
Action

Subject: Meeting for Compensation for January 2016 (January 1 - January 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:

- January 20 - CTC meeting in Sacramento (Commissioner Tavaglione was absent. All other Commissioners attended all or part of the meeting)
- January 21 - CTC meeting in Sacramento (Commissioner Tavaglione was absent. All other Commissioners attended all or part of the meeting)

***Additional Meetings*:**

Bob Alvarado

- January 15 - Teleconference with CTC Staff Re: Chair Briefing. Oakland.

Darius Assemi

No Additional Meetings Reported

Yvonne Burke

- January 15 - Teleconference with LA METRO Staff Re: CTC Meeting Agenda Briefing. Los Angeles
- January 19 - Teleconference with CTC Staff Re: Agenda Briefing. Los Angeles

Lucetta Dunn

- January 7 - Teleconference with CalSTA Secretary Brian Kelly Re: 2015-16 Proposed Budget Call. Irvine
- January 13 - Teleconference with CTC Staff Re: Weekly Chair Briefing. Irvine
- January 13 - Teleconference with Commissioner Kehoe Re: Introductions. Irvine
- January 15 - Teleconference with CTC Staff Re: Chair Briefing. Irvine
- January 19 - Teleconference with OCTA Staff Re: CTC Meeting Agenda Briefing. Irvine
- January 20 - Attended Commissioners Retreat. Sacramento
- January 21 - Meeting with Senator Loni Hancock Re: Coal Movement Issues with the Outer Harbor Intermodal Terminal Project in Oakland. Sacramento
- January 25 - Teleconference with Will Kempton and Phil Tagami Re: TCIF Funding for the Outer Harbor Intermodal Terminal Project. Irvine
- January 26 - Attended 2016 STIP Hearing. Los Angeles
- January 27 - Meeting with OCMoves Re: Mobility Study. Irvine
- January 28 - Teleconference with Rob Lapsley of California Roundtable Re: Road Charge. Irvine

Jim Earp

No Additional Meetings Reported

James Ghielmetti

- January 6 - Meeting with Earl Hamlin Re: Outer Harbor Intermodal Terminal Project in Oakland. Pleasanton
- January 7 - Teleconference with CalSTA Secretary Brian Kelly Re: 2015-16 Proposed Budget Call. Pleasanton
- January 18 - Teleconference with Jim Earp, Allen Zaremburg and Rob Lapsley Re: Meeting with Governor Brown. Pleasanton
- January 19 - Teleconference with CTC Staff Re: Agenda Briefing. Sacramento

Carl Guardino

No Additional Meetings Reported

Fran Inman

- January 7 - Teleconference with CalSTA Secretary Brian Kelly Re: 2015-16 Proposed Budget Call. City of Industry

- January 12 - Attended National Center for Sustainable Freight Transportation Briefing. Washington DC
- January 13 - Attended Transportation Research Board Freight Session. Washington DC
- January 14 - Attended CTC Public Forum on Transportation. Riverside
- January 15 - Teleconference with LA METRO Staff Re: CTC Meeting Agenda Briefing. City of Industry
- January 19 - Teleconference with CTC Staff Re: Agenda Briefing. City of Industry
- January 22 - Speaker at Bay Area Goods Movement Roundtable. Oakland
- January 25 - Attended Assembly Transportation Committee Informational Hearing. Sacramento.

Christine Kehoe

- January 20 - Attended Commissioners Retreat. Sacramento

Jim Madaffer

No Additional Meetings Reported

Joseph Tavaglione

No Additional Meetings Reported

Memorandum

To: CHAIR AND COMMISSIONERS **Date**: March 16, 2016

From: Will Kempton
Executive Director

File: 1.5
Action

Subject: Meeting for Compensation for December 2015 (December 1 - December 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:

- December 9 - CTC meeting in Riverside (Commissioners Burke and Ghielmetti were absent. All other Commissioners attended all or part of the meeting)
- December 10 - CTC meeting in Riverside (Commissioners Burke and Ghielmetti were absent. All other Commissioners attended all or part of the meeting)

***Additional Meetings*:**

Bob Alvarado

- December 1 - Meeting with Phil Vermuelean and Randy Whitney Re: Highway 37. Oakland
- December 7 - Teleconference with CTC Staff Re: Chair Briefing. Oakland

Darius Assemi

- December 8 - Teleconference with CTC Staff Re: Agenda Briefing. Fresno
- December 8 - Teleconference with CTC Staff Re: Project Delivery Committee. Fresno

Yvonne Burke

No Meetings Reported

Lucetta Dunn

- December 3 - Teleconference with Carrie Bowen Re: I-5 Project. Irvine
- December 3 - Meeting with Ken McDonald and Karissa Selvester Re: Sustainable Transit Services. Irvine
- December 3 - Attended WTS Orange County Event. Anaheim
- December 7 - Teleconference with CTC Staff Re: Chair Briefing. Irvine
- December 7 - Teleconference with OCTA and Caltrans Staff Re: December CTC Meeting Briefing. Irvine
- December 8 - Meeting with Ryan Chamberlain Re: I-405 and RE-55. Irvine
- December 14 - Teleconference with CTC Staff Re: Weekly Chair Briefing. Irvine
- December 15 - Teleconference with Steve Finnegan and Kathy Sieck Re: SR-55. Irvine

Jim Earp

No Additional Meetings Reported

Dario Frommer

No Additional Meetings Reported

James Ghielmetti

- December 15 - Meeting with Allan Zaremberg and Rob Lapsley Re: Transportation Funding. Sacramento
- December 15 - Meeting with Senator De Leon Re: Transportation Funding. Sacramento
- December 28 - Meeting with Senator Glazer Re: Transportation Funding. Orinda

Carl Guardino

No Additional Meetings Reported

Fran Inman

- December 2 - Teleconference with LA METRO Staff Re: December CTC Meeting Briefing. City of Industry
- December 3 - Speaker at California Air Resources Board Re: Supply Chain Efficiency. City of Industry
- December 3 - Attended California Transportation Planning Conference. Los Angeles
- December 7 - Speaker at the Inland Empire Economic Partnership Logistics Council Meeting. City of Industry

- December 8 - Teleconference with CTC Staff Re: Agenda Briefing. City of Industry
- December 8 - Teleconference with California Freight Efficiency Strategies Development Group. City of Industry
- December 16 - Meeting with Tess Lengyel and Art Dow Re: Alameda County Freight Plan. Sacramento
- December 22 - Meeting with Hasan Ikhrata Re: Southern California Goods Movement Study Needs. Rancho Cucamonga

Jim Madaffer

- December 1 - Attended CSAC Annual Meeting. Monterey
- December 2 - Speaker at League of Cities 2015 Municipal Finance Institute Re: Road Charge. San Diego
- December 2 - Attended California Transportation Planning Conference. Los Angeles
- December 3 - Attended California Transportation Planning Conference. Los Angeles
- December 7 - Teleconference with CTC Staff Re: Road Charge Pre-Briefing. San Diego
- December 8 - Teleconference with CTC Staff Re: Agenda Briefing. San Diego
- December 11 - Attended Road Charge Technical Advisory Committee Meeting. Riverside
- December 16 - Teleconference with CTC Staff Re: Road Charge De-Briefing. San Diego

Joseph Tavaglione

No Additional Meetings Reported

Memorandum
Addendum

To: CHAIR AND COMMISSIONERS Date: March 16, 2016

From: Will Kempton File: 1.5
Executive Director Action

Subject: Meeting for Compensation for November 2015 (November 1- November 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:

Additional Meetings:

Darius Assemi

- November 10 - Meeting with LeeAnn Eager Re: Rail Project in Fresno. Fresno
- November 17 - Teleconference with Congressman Denham Re: Transportation Funding. Fresno

Jim Madaffer

- November 2 - Meeting with Don Perata Re: Transportation Issues and Senate Rules Committee Call. San Diego
- November 4 - Attended Caltrans' Road Charge Vendor Forum. San Francisco
- November 5 - Meeting with Lucas Public Affairs Re: Road Charge. San Diego
- November 6 - Speaker at CTPC Conference Re: Road Charge Time Permit Option. San Diego
- November 9 - Teleconference with CTC Staff Re: Road Charge Workgroup. San Diego
- November 10 - Teleconference with CTC Staff Re: Road Charge Meeting Dry-Run. San Diego

- November 12 - Meeting with Senator Bell and Assemblymember Chiu Re: Road Charge TAC Recommendations. San Francisco
- November 15 - Attended the Focus on the Future Conference. Newport Beach
- November 16 - Attended the Focus on the Future Conference. Newport Beach
- November 19 - Attended the Road Charge Technical Advisory Committee Meeting. Los Angeles
- November 24 - Teleconference with CTC Staff Re: Road Charge Meeting De-Brief. San Diego

Memorandum
Addendum

To: CHAIR AND COMMISSIONERS Date: March 16, 2016

From: Will Kempton
Executive Director

File: 1.5
Action

Subject: Meeting for Compensation for October 2015 (October 1- October 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:

Additional Meetings:

Jim Madaffer

- October 1 - Speaker at League of Cities Driving Ahead for Funding Event. San Jose
- October 2 - Speaker at League of Cities Driving Ahead for Funding Event. San Jose
- October 9 - Speaker at Albondigas Society of San Diego. San Diego
- October 12 - Attended Caltrans Tour of SR-94. San Diego
- October 14 - Teleconference with CTC Staff Re: Road Charge Dry-Run. San Diego
- October 19 - Teleconference with CTC Staff Re: Agenda Briefing. San Diego
- October 22 - Teleconference with Daniel Witt and Will Kempton Re: Transportation Issues. San Diego
- October 26 - Meeting with Kate Galbrath Re: Road Charge. San Diego
- October 27 - Teleconference with Loren Kaye Re: Road Charge. San Diego
- October 27 - Meeting with Nate Turnbull Re: Road Charge. San Diego
- October 28 - Teleconference with CTC Staff Re: Road Charge Meeting De-Brief. Riverside
- October 30 - Teleconference with Kiana Buss Re: CSAC Presentation. San Diego

Tab 6

1.3

EXECUTIVE DIRECTOR'S REPORT

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

Tab 7

1.4

COMMISSION REPORTS

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

1.6

REPORT BY THE STATE TRANSPORTATION AGENCY SECRETARY AND/OR UNDERSECRETARY

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

1.7

REPORT BY CALTRANS' DIRECTOR AND/OR DEPUTY DIRECTOR

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

1.11

REPORT BY UNITED STATES DEPARTMENT OF TRANSPORTATION

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

Tab 11

1.8

REPORT BY REGIONAL AGENCIES MODERATOR

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

1.9

REPORT BY RURAL COUNTIES TASK FORCE CHAIR

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

1.10

REPORT BY SELF-HELP COUNTIES COALITION MODERATOR

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

Tab 14

4.1

STATE AND FEDERAL LEGISLATIVE MATTERS

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

4.2

BUDGET AND ALLOCATION CAPACITY UPDATE

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE MARCH 16-17, 2016
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Tab 16

4.17

PRESENTATION OF THE CALTRANS TRANSPORTATION ASSET MANAGEMENT PERFORMANCE REPORT

MEETING MATERIALS FOR THIS ITEM
WILL BE PROVIDED PRIOR TO THE MARCH 16-17, 2016
CALIFORNIA TRANSPORTATION COMMISSION MEETING

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 17

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 4.18
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation Programming

Subject: **ADOPTION OF 2016 STATE HIGHWAY OPERATION AND PROTECTION PROGRAM**
RESOLUTION G-16-14

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt the proposed 2016 State Highway Operation and Protection Program (SHOPP), as amended by the attached document. A copy of the proposed 2016 SHOPP was an informational item on the Commission's January 2016 agenda, as well as transmitted to the Commission on January 29, 2016.

ISSUE:

The Department's 2016 SHOPP was prepared in response to Government Code Section 14526.5, Streets and Highways Code Section 164.6, and the strategies outlined in the Department's Policy for Management of the SHOPP. Government Code Section 14526.5, as modified by Senate Bill 486, also requires the Commission to adopt and submit the SHOPP to the Legislature and the Governor, no later than April 1 in even-numbered years.

Following Commission's adoption of the SHOPP, the Department will work closely with the various regional transportation planning agencies to incorporate the 2016 SHOPP into their regional federal transportation improvement programs to establish federal funding eligibility.

BACKGROUND:

The 2016 SHOPP is a four-year program (from Fiscal Years 2016-17 through 2019-20) which includes projects for safety, major damage restoration, legal mandates, bridge preservation, roadway preservation, roadside preservation, mobility, and highway-related facilities. The 2016 SHOPP utilizes $10.1 billion for capital outlay and capital outlay support over the four-year period. This funding level is consistent with the adopted 2016 State Transportation Improvement Program (STIP) Fund Estimate.

Projects proposed for allocation in Fiscal Year 2015-16 are not included in the 2016 SHOPP.

Attachment

Recommended Changes to the 2016 State Highway Operation and Protection Program (SHOPP)

Dist	County	Route	Post Miles	Location/Description	EA	PPNO	Program Code	FY	Schedule RTL	Schedule PAED	Schedule R/W Cert	Schedule Begin Con	Comments
03	Sacramento	12	0.0/0.4	In Sacramento and Solano Counties, near Rio Vista at the Sacramento River Bridge No. 23-0024. Clean and repaint steel surfaces.	3F570	5959	201.110	2016/17	3/1/2017	**4/14/2016**	2/1/2017	10/1/2017	Update schedule.
03	Sacramento	50	L0.0/R5.1	In Sacramento, from Yolo County line to 0.2 mile west of Watt Avenue Overcrossing. Install fiber optic cable.	4F460	6239	201.315	2017/18	10/1/2017	**4/1/2016**	9/1/2017	4/1/2018	Update schedule.
03	Placer	80	**28.7/R63.5**	In Placer and Nevada Counties, at various locations. Rehabilitate or replace bridges at six locations. (G13 Contingency Project)	2F570	5097	201.110	2019/20	3/15/2020	1/2/2018	2/28/2020	**12/15/2020**	Update schedule
04	Alameda	84	13.0/13.6	In Fremont, at Alameda Creek Bridge No. 33-36. Replace bridge. (G13 Contingency Project)	16030	0084B	201.110	2017/18	**4/1/2018**	**6/1/2016**	**1/1/2018**	**12/8/2018**	Update schedule.
04	Marin	1	28.5	Near Point Reyes Station, at Lagunitas Creek Bridge No. 27-0023. Replace bridge. (G13 Contingency Project)	0G642	0756K	201.113	2018/19	4/15/2019	8/15/2017	4/1/2019	**10/16/2019**	Update schedule.
04	Marin	580	2.7	**Near San Quentin at San Quentin Street Undercrossing. Repair failed slope and improve drainage.**	1SS59	0327Q	201.131	**2015/16**	12/3/2015	6/20/2014	11/9/2015	11/30/2016	Update schedule and description; remove from 2016 SHOPP.
04	Contra Costa	24	1.0/R2.5	In Orinda and Lafayette, from east of the Caldecott Tunnel to east of Camino Pablo and at Acalanes Road (PM R4.2/R4.99); also in Oakland on Route 13, at Redwood Road (PM 5.2/5.5). Install safety lighting.	1J990	1418C	201.010	2017/18	5/15/2018	4/3/2017	**5/1/2019**	**11/15/2019**	Update schedule.
04	Alameda	80	4.6/5.7	In Berkeley, from Potter Street/Ashby Avenue on-ramp to University Avenue off-ramp. Replace metal beam guard rail with concrete barrier.	4G230	1003J	201.015	2016/17	**7/15/2016**	9/30/2015	**7/1/2016**	**3/23/2017**	Update schedule.
04	Santa Clara	152	6.1/R35.2	In and near Gilroy, from 1.1 miles east of Watsonville Road to Merced County line. Install rumble strips.	4H860	0487N	201.015	2016/17	2/1/2017	**2/5/2016**	1/3/2017	7/14/2017	Update schedule.
04	Marin	101	4.7/5.6	Near Mill Valley, from Redwood Highway Frontage Road to Route 131 (Tiburon Boulevard). Install concrete barrier.	4H980	0820K	201.010	2017/18	6/15/2018	4/15/2017	5/15/2018	**12/12/2018**	Update schedule.
04	Alameda	680	R12.4/R21.9	In and near Pleasanton and Dublin, from north of Route 84 to Alcosta Boulevard. Roadway rehabilitation.	0J620	0481P	201.122	2019/20	**6/1/2020**	10/2/2018	**6/1/2020**	**3/30/2021**	Update schedule.
04	San Francisco	101	6.7/8.1	In the city and county of San Francisco, from Van Ness Avenue to Lyon Street. Rehabilitate pavement.	3E602	0480T	201.121	2017/18	3/1/2018	**3/15/2016**	9/1/2017	7/1/2018	Update schedule.
04	Napa	29	13.5/25.5	In and near Napa and Yountville, from north of Trancas Street/Redwood Road to Mee Lane. Rehabilitate pavement.	4H200	0378E	201.121	2016/17	**6/1/2017**	1/29/2016	8/1/2017	1/28/2018	Update schedule.
04	Napa	121	14.8	Near Napa, at 1.5 miles south of Wooden Valley Road. Install rock bolts and flexible cable mesh to mitigate rockfall.	3J740	1488Q	201.131	2017/18	**9/1/2017**	**2/3/2017**	**9/1/2017**	**5/11/2018**	Update schedule.
04	Contra Costa	680	11.5/11.8	Near Alamo, on southbound of Route 680, between Rudgear Road and Livorna Road. Repair slide.	0J380	0482S	201.131	2017/18	**6/29/2018**	**4/1/2017**	**6/15/2018**	**12/31/2019**	Update schedule.
04	Alameda	13	12.1/13.4	In Berkeley, from Shattuck Avenue to 7th Street. Upgrade curb ramps and sidewalks.	2G482	0124L	201.378	2018/19	7/6/2018	**2/1/2016**	7/2/2018	3/29/2019	Update schedule.
04	Alameda	680	M0.0/M4.0	In Fremont, from south of Scott Creek Road to Auto Mall Parkway. Rehabilitate roadway.	3G602	0587J	201.120	2016/17	2/1/2017	**2/29/2016**	**1/23/2017**	**8/1/2017**	Update schedule
04	Marin	101	0.0/4.0	In Sausalito, Corte Madera, Larkspur, and Tiburon, on Routes 101 and 131 at various locations. Upgrade curb ramps, driveways and sidewalks.	3G210	2119Q	201.361	2016/17	6/15/2017	**2/5/2016**	6/14/2017	12/5/2017	Update schedule
05	Monterey	101	R6.7	Near Paso Robles, at San Antonio River Bridge No. 44-0141L/R. Bridge seismic restoration.	1F820	2565	201.113	2019/20	**4/29/2020**	**9/7/2018**	2/11/2020	**12/14/2020**	Update schedule.
05	Santa Barbara	154	R7.8/R8.3	Near Santa Ynez, at and near Route 246 intersection. Landscape mitigation.	0T001	2267Y	201.010	2016/17	**12/30/2016**	11/1/2011	12/16/2014	8/18/2017	Update schedule.
05	Santa Barbara	101	45.6/46.4	In Gaviota, from 0.7 mile north of Beckstead Overcrossing to 0.8 mile south of Gaviota Tunnel. Planting mitigation.	0T631	2292Y	201.010	2016/17	**3/25/2016**	12/10/2013	**1/15/2016**	**9/13/2016**	Update schedule.
05	San Luis Obispo	41	14.2/15.9	In Atascadero, from San Gabriel Road to Route 101 Southbound ramps. Improve and construct new ADA accessible pedestrian pathways and install Accessible Pedestrian Signal (APS) systems.	1F630	2532	201.361	2018/19	**6/3/2019**	**10/2/2017**	**6/3/2019**	**1/16/2020**	Update schedule.

Dist	County	Route	Post Miles	Location/Description	EA	PPNO	Program Code	FY	Schedule RTL	Schedule PAED	Schedule R/W Cert	Schedule Begin Con	Comments
05	Monterey	68	L4.0/R18.1	Near the cities of Monterey and Salinas, from Route 1 to Spreckels Boulevard. Install Traffic Management System (TMS) elements.	0N190	4019	201.315	2016/17	**3/6/2017**	10/13/2015	**2/14/2017**	3/22/2018	Update schedule.
05	Monterey	1	**39.8/74.6**	In and near Big Sur and Carmel, from Torre Canyon Bridge to San Luis Avenue. Pavement rehabilitation.	1F680	2534	201.121	2018/19	**6/13/2019**	**3/14/2018**	**5/23/2019**	**8/20/2020**	Update schedule.
05	Monterey	VAR		In and near Carmel, Monterey, and Seaside, on Routes 1 and 68 at various locations. Roadside maintenance safety improvements.	1C990	2458	201.235	2017/18	9/27/2017	**1/15/2016**	3/21/2017	5/25/2018	Update schedule.
06	Tulare	198	R11.7/R19.8	In Visalia, from Lovers Lane to west of Route 245. Rehabilitate pavement. (G13 Contingency Project)	0S340	3034	201.122	2016/17	**3/30/2017**	12/3/2015	1/16/2017	9/5/2017	Update schedule.
07	Los Angeles	110	24.1/31.9	In cities of Los Angeles, South Pasadena, and Pasadena, from West Sunset Boulevard to East Glenarm Street. Enhance highway worker safety by installing Maintenance Vehicle Pullouts, access gates and other measures.	29530	4588	201.235	2016/17	**3/25/2017**	**8/15/2016**	**8/15/2016**	**9/27/2017**	Update schedule.
07	Los Angeles	110	11.0	Near Gardena, south of Redondo Beach Boulevard. Replace culvert.	31380	4849	201.151	2018/19	**4/30/2019**	1/25/2017	2/28/2019	**11/1/2019**	Update schedule.
07	Los Angeles	605	R 0.0/26.0	In various cities, from Orange County line to Route 210; also on Route 2 at the TMC (PM R18.7) and Route 5 (PM 6.8). Upgrade Transportation Management System.	31190	4819	201.315	2018/19	5/10/2019	5/15/2017	4/18/2019	**11/20/2019**	Update schedule.
07	Ventura	101	R36.7/R40.3	Near Sea Cliff, from Padre Juan Canyon Road Overcrossing to Punta Gorda Pedestrian Undercrossing. Rehabilitate roadway.	30240	4686	201.122	2019/20	**2/14/2020**	9/21/2018	2/11/2019	**8/28/2020**	Update schedule.
07	Ventura	23	R3.3/R11.5	In and near cities of Thousand Oaks and Moorpark, from Route 101 to Route 118. Rehabilitate pavement.	30250	4688	201.122	2019/20	12/17/2019	8/15/2017	12/21/2018	**7/10/2020**	Update schedule.
07	Los Angeles	1	35.1/35.4	In Santa Monica, at McClure Tunnel Bridge No. 53-0008. Enhance safety lighting inside tunnel.	31690	4903	201.170	2018/19	**11/30/2018**	4/21/2017	**8/3/2018**	**6/14/2019**	Update schedule.
07	Los Angeles	5	1.7	In Santa Fe Springs, at 14044 Freeway Drive adjacent to I-5 between Valley View Ave and Alondra Boulevard. Construct Southern Region Equipment Repair Shop to serve District 7 and 12.	32570	5031	201.351	2017/18	12/15/2017	9/1/2016	10/12/2017	**7/13/2018**	Update schedule.
12	Orange	55	13.2/R17.8	In the city of Orange, from La Veta Avenue to Route 91. Roadside safety improvements.	0N530	3535	201.235	2019/20	4/1/2020	4/1/2019	3/1/2020	**12/1/2020**	Update schedule.

List of Capital Project Amendments

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
01	Mendocino	162	11.5/11.8	Near Dos Rios, from 1.4 to 1.7 miles east of Rodeo Creek Bridge. Construct soldier pile walls and drainage galleries.	4553	0B530	0114000035	201.131	~~10~~ **355**	~~9,515~~ **7,630**	~~16/17~~ **18/19**	PA&ED PS&E RW Const	~~1,300~~ ~~1,300~~ ~~10~~ ~~1,430~~	**2,060** **1,650** **170** **1,700**
Comments: The support costs for this project has increased due to the change in the preferred alternative. A more cost effective construction alternative is being implemented, modifying the scope to one wall and dewatering technology at the two other locations, rather than walls at all three locations. Additional geotech and environmental studies are warranted to resolve the slides, in addition to permits and right of way for drilling. The additional studies and permits require more time resulting in pushing the project out two years to from FY 16/17 to FY 18/19 and a net zero change to the cost of the project.														
02	Shasta	44	~~59.6~~ **59.4/59.8**	Near Old Station, **from 0.1 mile west to 0.3 mile east of Sugar Loaf Drive** at Hat Creek Bridge No.06-0084. Replace Bridge.	3483	4F200	0212000071	201.110	~~327~~ **484**	~~4,160~~ **5,180**	17/18	PA&ED PS&E RW Const	~~620~~ ~~780~~ ~~170~~ ~~1,140~~	**1,120** **1,130** **400** **1,530**
Comments: The preferred alternative identified in the PID became infeasible when a separate project, that was to be coordinated, did not materialize resulting in changes to the proposed geometrics. In addition, community outreach identified additional challenges to local businesses, recreational traffic, and the local water system. The revised geometrics resulted in increases to the project length, and roadway excavation, a new single span structural design and additional mitigation. As a result of these necessary changes, the project requires additional funding, adding $2,647,000 to the cost of the project.														
02	Shasta	299	77.8/79.7	Near Burney, from west of Sonoma Street to west of Route 89. Rehabilitate roadway.	3449	4E020	0200020196	201.120	~~51~~ **78**	~~7,500~~ **6,900**	17/18	PA&ED PS&E RW Const	500 ~~580~~ ~~100~~ ~~1,000~~	500 **670** **443** **1,140**
Comments: The drainage design for the project is more extensive than originally planned, requiring more design and surveys, as well as lab and geotech support, to address the localized flooding that occurs during rain events. Right of way funding needs to be increased to support the additional permits to enter, construction easements and temporary easement that are required. The work plan has been updated with the current rates and the construction estimate revised. The identified savings results in a net zero change to the cost of the project.														
02	Siskiyou	5	R25.2	Near Edgewood, from 0.4 mile south to 0.4 mile north of North Edgewood Overhead No. 02-0032L&R. Strengthen and upgrade bridges.	3535	4G240	0213000095	201.322	39	4,000	16/17	PA&ED PS&E RW Const	680 ~~750~~ ~~210~~ ~~870~~	680 **938** **40** **1,000**
Comments: This project was able to identify an innovative bridge strengthening procedure resulting in a trade off in design efforts for right of way savings. The work plan was revised identifying the needs for the new strategy and incorporating current rates, adding $148,000 to the cost of the project.														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
02	Tehama	32	8.6/9.3	Near Chico, from 0.2 mile west to 0.5 mile east of Diamond Match Haul Road. Curve improvement.	3573	0H200	0214000143	201.010	65	2,735	17/18	PA&ED PS&E RW Const	281 ~~283~~ 178 ~~296~~	281 **502** 178 **625**
Comments: The work plan for this project was updated after PA&ED with current rates and more detailed project information, adding $548,000 to the cost of the project.														
02	Tehama	36	42.1/46.0	In and near Red Bluff, from East Sand Slough Bridge to east of Stice Road. Rehabilitate pavement.	3453	3E720	0200020154	201.121	97	~~5,300~~ **4,920**	16/17	PA&ED PS&E RW Const	260 ~~380~~ ~~240~~ ~~540~~	260 **650** **440** **650**
Comments: This project involves a large number of utility relocations requiring additional funding. Additional design and surveys are also required to modify the drainage and address the storm water issues. The work plan was updated to address these issues with current rates, adding $960,000 to the cost of the project.														
02	Trinity	3	30.9/40.2	In and near Weaverville, from Route 299 to 0.8 mile north of Rush Creek Campground Road. Storm water improvements.	3536	4G250	0213000094	201.335	126	1,800	17/18	PA&ED PS&E RW Const	~~580~~ 420 ~~110~~ ~~788~~	**540** 420 **190** **748**
Comments: This project realized savings during PA&ED due to adjustments to coordinate and streamline with other projects in the vicinity. During project development, additional right of way support for appraisals and acquisitions were identified to address slope treatments and drainage. These changes result in a net zero change to the cost of the project.														
03	El Dorado	50	38.0/58.0	Near Placerville, from 0.8 mile east of Bridal Veil Falls Road to Strawberry Lodge Drive. Construct traction sand traps.	3300	2F130	0300020539	201.335	350	4,000	17/18	PA&ED PS&E RW Const	~~450~~ ~~475~~ ~~215~~ ~~715~~	**548** **535** **236** **728**
Comments: The project work plan was updated with current rates, adding $192,000 to the cost of the project. .														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
03	Sacramento	99	7.4/8.4	Near Elk Grove, at Dillard Road Overcrossing Bridge No. 24-0163, Consumnes River ~~Overflow~~ Bridge No. 24-0021R/L, and Consumnes River Overflow Bridge No. 24-0020R/L. Bridge seismic retrofit.	6912	0F280	0312000069	201.112	2,600	12,000	~~16/17~~ **17/18**	PA&ED PS&E RW Const	1,700 3,500 600 3,500	1,700 3,500 600 3,500
Comments: The hydraulic report required for this project is very extensive due to the large tributary area and multiple channels. With the potential for major bridge scour issues, that will impact environmental clearance and permits, the project schedule needs to be pushed out one year from FY 16/17 to FY 17/18 to allow for sufficient time to verify scour and the appropriate scope for the project.														
03	~~Sutter~~ **Yuba**	20	~~17.0~~ **0.10**	~~Near Yuba City~~ **In Marysville**, at the Feather River Bridge No. 18-009. Scour mitigation. **(G13 Contingency Project)**	8140	3F560	0313000033	201.111	~~1,200~~ **550**	~~7,500~~ **0**	~~17/18~~ **18/19**	PA&ED PS&E RW Const	~~510~~ ~~800~~ ~~100~~ ~~1,100~~	**1,240** **2,600** **200** **0**
Comments: The scope for this project was updated to address the current need for the structure. The new project scope requires greater support costs for structural element design. Furthermore, the added project pile driving operation results in increased lead time for right-of-way staff to gain temporary construction easements required for de-watering around the pier retrofits. The changes due to increased involvement to address scour, results in a one year delay from FY 17/18 to FY 18/19.														
03	Yuba	20	13.3/R17.6	Near Marysville, from Marysville Road to Yuba River (Parks Bar) bridge. Rehabilitate roadway. (G13 Contingency Project)	9579	0A570	0300020593	201.120	~~4,400~~ **6,800**	0	~~16/17~~ **18/19**	PA&ED PS&E RW Const	3,700 2,210 ~~1,620~~ 0	3,700 2,210 **2,300** 0
Comments: The number of permits to enter for environmental studies was significantly larger than was identified in the PID due in part to the potential cultural resources in the project limits. With more detailed survey data it was determined that the right of way was more extensive, requiring addition funding. The remote locations and negotiations for the acquisitions will also require additional time, resulting in pushing the project out two years from FY 16/17 to FY 18/19.														
04	**Alameda**	**580**	**0.0/7.8**	**Near Livermore, from San Joaquin county line to east of Greenville Overcrossing; also on Route 205 (PM 0.0/1.0) from San Joaquin county line to Midway Road Undercrossing. Environmental mitigation for EA 3G590.**	**8315X**	**3G59C**	**0416000157**	**201.122**	**2,100**	**0**	**18/19**	PA&ED PS&E RW Const	**0** **0** **150** **0**	**0** **0** **150** **0**
Comments: This is the split mitigation project to purchase land for an incidental take, adding $2,100,000 to the cost of the project.														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
04	~~Solano~~ **Marin**	~~80~~ **101**	~~14.6~~ **15.4**	Near ~~Fairfield, on Route 80, near Fairfield at Suisun Creek Bridge No. 23-0007; also in Marin County, near~~ San Rafael ~~on Route 101~~ at Miller Creek Bridge No. 27-0004. Scour mitigation.	0487Q	~~4G870~~ **4G871**	~~0413000057~~ **0416000152**	201.111	~~10~~ **50**	~~1,446~~ **965**	16/17	PA&ED PS&E RW Const	~~350~~ ~~350~~ ~~16~~ ~~300~~	**278** **286** **10** **286**
Comments: This project is being split to better address the complexities of each bridge. The original project had two bridges. One location will require a higher-level environmental document, studies and consultations with regulatory agencies. The first of the two projects will be the Miller Creek Bridge location in Marin County, which can be done with a CE but will require additional potholing, increasing the right of way capital. The remaining funds will be rolled over for the Suisun Creek Bridge.														
04	**Solano**	**80**	**14.6**	**Near Fairfield, at Suisun Creek Bridge No. 23-0007. Scour mitigation.**	**0487R**	**4G872**	**0416000153**	201.111	**5**	**760**	**19/20**	PA&ED PS&E RW Const	**850** **600** **20** **600**	**850** **600** **20** **600**
Comments: This is the second of two from a split project. This project requires a minimum of 24 months for environmental, pushing the delivery out three years to FY 19/20. The remaining funds from Miller Creek Bridge were rolled over for the Suisun Creek Bridge. Additional funds are required, adding $2,238,000 to the cost of the project.														
05	Monterey	101	R36.9/43.2	In and near King City, from south of Wild Horse Road to north of Jolon Road. Rehabilitate pavement.	2548	1F750	0514000050	201.122	15	~~57,633~~ **56,260**	17/18	PA&ED PS&E RW Const	0 ~~1,663~~ ~~60~~ ~~7,533~~	0 **2,382** **70** **8,177**
Comments: The project cost was updated with current rates requiring adjustments in funding. The construction estimate was also updated and identified savings, resulting in a net zero change to the cost of the project.														
05	Monterey	101	R41.4/R41.8	In and near King City, at the Salinas River Bridge No 44-0032. Bridge seismic retrofit and bridge rail replacement.	2454	1C960	0513000019	201.113	2,552	27,935	17/18	PA&ED PS&E RW Const	~~1,487~~ ~~4,795~~ 80 5,669	**2,203** **4,079** 80 5,669
Comments: The drilling analysis originally planned to be done during PS&E will be done during PA&ED, shifting the funding from one component to another for a net zero change to the cost of the project.														
05	Monterey	198	22.4/22.8	Near San Lucas, from 0.1 mile west of North Fork Road to 0.3 mile east of North Fork Road. Widen and repave roadway to correct cross-slope.	2420	1C660	0512000186	201.010	51	1,805	16/17	PA&ED PS&E RW Const	650 ~~735~~ ~~147~~ 584	650 **834** **315** 584
Comments: With a more complete assessment of the project with PA&ED, additional effort is needed for slope and intersection design along with the design of a local road. The work plan for this project was updated and corrections were made to PS&E and R/W requiring additional funding, adding $267,000 to the cost of the project.														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
05	Monterey	VAR		In and near Carmel, Monterey, and Seaside, on Routes 1 and 68 at various locations. Roadside maintenance safety improvements.	2458	1C990	0513000022	201.235	~~14~~ **18**	~~2,913~~ **3,057**	17/18	PA&ED PS&E RW Const	~~637~~ ~~1,000~~ ~~11~~ ~~796~~	**430** **935** **30** **901**
Comments: The Project Report is complete and provided a more refined scope and details on the number of locations where the work is to be performed. There is savings in PA&ED and PS&E, but additional funding is needed for right of way and construction capital and support. There is a net zero change to the cost of the project.														
05	San Benito	25	R49.9/R52.2	In and near Hollister, from Sunnyslope/Tres Pinos Road to San Felipe Road. Roadway safety improvements.	2514	1F430	0513000151	201.015	208	6,720	17/18	PA&ED PS&E RW Const	284 ~~1,126~~ ~~156~~ 741	284 **1,055** **227** 741
Comments: The project work plan was updated identifying saving in PS&E and additional funding is needed for surveys, resulting in a net zero change to the cost of the project.														
05	Santa Barbara	1	M33.1	Near Lompoc, at San Antonio Creek Bridge No. 51-0237 L/R. Bridge scour mitigation	2563	1F810	0514000063	201.111	83	930	20/21	PA&ED PS&E RW Const	~~688~~ 0 0 0	**890** 0 0 0
Comments: This long lead project requires extensive biological, cultural, and archaeological studies along with consultations with agencies that were not identified in the PID requiring additional funding, adding $202,000 to the cost of the project.														
05	Santa Barbara	101	45.6/46.4	In Gaviota, from 0.7 mile north of Beckstead Overcrossing to 0.8 mile south of Gaviota Tunnel. Planting mitigation.	2292Y	0T631	0515000084	201.010	0	220	16/17	PA&ED PS&E RW Const	0 ~~130~~ ~~10~~ ~~140~~	0 **70** **5** **320**
Comments: This project is being processed through DPAC allowing for some savings in PS&E. However, the project now requires a CDFW incidental take permit that was not identified in the PID requiring additional funding, adding $115,000 to the cost of the project.														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
05	Santa Cruz	129	~~1.8/9.9~~ **1.8/9.5**	~~Near Watsonville in Santa Cruz County. Also in San Benito County at School Road.~~ Place open graded friction pavement and upgrade guardrail. **Near Watsonville, from east of Lakeview Road to west of Old Chittenden Road; also from the Santa Cruz/San Benito County line to School Road (PM 0.0/0.4).**	2476	1F030	0513000037	201.010	~~14~~ **61**	~~6,946~~ **5,508**	16/17	PA&ED PS&E RW Const	0 ~~1,658~~ ~~69~~ ~~1,092~~	0 **2,115** **579** **1,249**
Comments: The project estimate was refined and construction capital savings were identified. The PID assumed no new right of way, but surveys identified the need for permanent and temporary right of way along with utility relocations. The ICRP rates were updated and as a result the funding for this project has decreased by $267,000.														
05	Santa Cruz	152	1.3/R2.0	In Watsonville, from Wagner Avenue to Holohan Road. Construct pedestrian infrastructure.	2464	1E020	0513000025	201.378	195	~~1,565~~ **1,709**	17/18	PA&ED PS&E RW Const	~~494~~ 716 331 467	**350** 716 331 467
Comments: This project is realizing a savings in PA&ED for cultural studies, but an increase in construction capital due to additional drainage and AC for pathways. There is a net zero change to the cost of the project.														
06	Madera	99	10.0/26.8	In the cities of Madera and Chowchilla, from Route 145 to East Robertson Boulevard at various locations. Roadside maintenance safety improvements.	6675	0Q610	0613000149	201.235	~~1~~ **10**	2,000	16/17	PA&ED PS&E RW Const	153 ~~266~~ 13 ~~274~~	153 **610** 13 **460**
Comments: The project scope was updated during PA&ED due to recent construction in the vicinity. In addition, a safety analysis identified elements that needed changing or added, including pull outs, replacing guardrail and concrete barriers, gore areas brought up to standards and drainage modifications. The scope changes also require a storm water permit. As a result of these changes, in the scope of the project, it will require additional funding, adding $539,000 to the cost of the project.														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
07	Los Angeles	5	~~R45.4/R59.0~~ **R45.4/R61.2**	~~In and near Santa Clarita, from Route 14 to Parker Road.~~ Rehabilitate pavement. **In and near Santa Clarita, from 0.5 miles south of I-5/SR-14 Separation to 1.7 miles north of Lake Hughes Road Undercrossing.**	3725B	25262	0700021272	201.120	~~0~~ **101**	~~78,200~~ **156,000**	16/17	PA&ED PS&E RW Const	0 6,410 20 9,138	0 6,410 20 9,138
Comments: This project was planned to be combined with the I-5 HOV project funded by the local agency; however, the HOV project was delayed until 2019. The current pavement continues to deteriorate significantly and now requires an additional 2.2 miles of pavement rehabilitation. The project must move ahead, on schedule, as an independent project utilizing rapid strength concrete and precast concrete slabs because the HOV lane will not be available for detours and staging. As a result, a more extensive traffic control plan needs to be implemented because traffic can not be shifted during construction. The increase in project limits, more expensive concrete pavement and complex traffic handling has significantly increased, adding $77,921,000 to the cost of the project.														
07	Los Angeles	10	R11.0/R14.0	In the city of Los Angeles, from West Boulevard to Hoover Street. Enhance highway worker safety by installing Maintenance Vehicle Pullouts, access gates and other measures.	4597	29600	0713000034	201.235	0	~~1,698~~ **1,749**	~~16/17~~ **17/18**	PA&ED PS&E RW Const	~~54~~ ~~324~~ ~~0~~ ~~385~~	**110** **438** **5** **531**
Comments: The delivery of this project was delayed from FY 16/17 to FY 17/18 to coordinate with a safety project from. The scope was refined adding locations and the work plan updated, adding $1,230,000 to the cost of the project.														
07	Los Angeles	57	R7.7/R12.2	In San Dimas and Glendora from Route 10 to Route 210, also on Route 60 in and near the cities of Los Angeles, Monterey Park, and Montebello. Construct Americans with Disabilities Act (ADA) curb ramp improvements.	4494	29120	0712000008	201.361	~~0~~ **252**	2,257	16/17	PA&ED PS&E RW Const	200 400 ~~0~~ 400	200 400 **450** 400
Comments: The PID for this project did not include right of way. Design is investigating strategies to minimize the impact to utilities and right of way, but will still require additional funds for potholing, right of way acquisitions and utilities, adding $702,000 to the cost of the project.														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
07	Los Angeles	101	1.3/6.3	In the city of Los Angeles, from Grand Avenue to Sunset Boulevard. Enhance highway worker safety by modifying irrigation, miscellaneous paving, and other measures.	4630	29860	0713000276	201.235	0	1,300	16/17	PA&ED PS&E RW Const	47 ~~246~~ ~~0~~ ~~293~~	47 **740** **3** **600**
Comments: The work plan for this project was updated with current information resulting in an increased need for funding, adding $804,000 to the cost of the project.														
07	Los Angeles	110	17.9/20.0	In the city of Los Angeles, in Southeast Los Angeles, from Slauson Avenue to 37th Street. Enhance highway worker safety by installing Maintenance Vehicle Pullouts, access gates and other measures.	4596	29590	0713000033	201.235	0	~~1,354~~ **1,645**	16/17	PA&ED PS&E RW Const	49 ~~256~~ ~~0~~ ~~305~~	49 **883** **4** **503**
Comments: A field investigation resulted in the identification of additional locations and hazardous waste that was not identified in the PID. The work plan was updated with the current rates and revised funding needs, adding $1,120,000 to the cost of the project.														
07	Los Angeles	210	R15.6/R18.5	In and near Glendale and La Canada Flintridge, from Lowell Avenue to Waltonia Drive. Enhance highway worker safety by installing access gates and maintenance vehicle pullouts, and pave miscellaneous areas.	4587	29520	0713000019	201.235	0	1,800	16/17	PA&ED PS&E RW Const	73 ~~332~~ ~~0~~ ~~405~~	73 **750** **3** **650**
Comments: The work plan for this project was updated with current information resulting in an increased need for funding, adding $666,000 to the cost of the project.														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
07	Ventura	101	30.2/31.4	In the city of Ventura, at the Route 33 Interchange. Enhance highway worker safety by miscellaneous paving, replacing crash cushions, and other measures.	4710	29540	0713000018	201.235	0	1,931	017/18	PA&ED PS&E RW Const	115 ~~309~~ ~~0~~ ~~445~~	115 **700** **2** **700**
Comments: The work plan for this project was updated with current information resulting in an increased need for funding, adding $648,000 to the cost of the project.														
08	Riverside	15	23.8/33.4	In and near Lake Elsinore, from Nichols Road to Temescal Canyon Road. Construct rumble strips.	3004G	1F870	0815000063	201.010	10	706	16/17	PA&ED PS&E RW Const	~~130~~ ~~200~~ ~~12~~ ~~90~~	**294** **546** **20** **359**
Comments: The work plan for this project was updated by the new brokered team with updated rates and needs, adding $787,000 to the cost of the project.														
08	Riverside	60	R0.0/12.2	In and near the city of Riverside, on Route 60 from Milliken Avenue to Routes 60/91/215 Junction; also on Route 91 from Spruce Street to Routes 60/91/215 Junction. Replace transportation wireless communication system with fiber optic infrastructure.	0033R	1C640	0812000339	201.315	7	1,928	16/17	PA&ED PS&E RW Const	174 ~~350~~ 75 ~~350~~	174 **520** 75 **550**
Comments: It was anticipated that this project would be simple with a streamline PS&E process, but it was determined more details were required. The fiber optic installation will not be continuous but will require several short runs of fiber and detailed plans with many locations that will also increase the funding needed in construction as well as design, adding $370,000 to the cost of the project.														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
08	Riverside	60	~~0.0/12.2~~ **R0.0/7.5**	~~In and near Ontario and the city of Riverside, from Hamner Avenue to Routes 60/91/215 Junction. Install new lighting and enhance visibility of existing concrete barrier and lane line striping.~~ **Near Ontario, from the San Bernardino County line to Valley Way Undercrossing. Install double luminaire mast arms.**	0033S	1E650	0814000059	201.010	10	~~15,200~~ **16,250**	~~17/18~~ **16/17**	PA&ED PS&E RW Const	630 1,403 113 1,753	630 1,403 113 1,753
Comments: This project is advancing from FY17/18 to FY 16/17 to facilitate coordination with two other projects within the project limits. Thus avoiding the possible conflict of multiple projects and contractors in the same work. As a result, this added $1,050,000 to the cost of the project.														
08	Riverside	60	~~22.2/26.5~~ **22.2/26.6**	~~Near Moreno Valley, from Gilman Springs Road to Jack Rabbit Trail.~~ Construct left and right shoulders for westbound direction. **Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail.**	0045G	0Q180	0800020220	201.010	250	25,000	~~16/17~~ **17/18**	PA&ED PS&E RW Const	2,000 1,500 200 3,700	2,000 1,500 200 3,700
Comments: This project will be combined in a local partnership for construction. The circulation of the Draft Environmental Document (DED) tied a private development to the project that had substantial public controversy. Several months were needed to study and evaluate if the CEQA document should be elevated to an EIR. It was decided that all comments could be addressed in the existing DED; however, because of the large number of comments; the document had significant additional information relative to the original DED. It was concluded to recirculate the DED to be consistent with CEQA guidelines. There were additional comments from several resource agencies including impacts to Public-Quasi-Public (PQP) land that will require an agreement prior to completion of PA&ED. There is a net zero change to the cost of the project.														
08	Riverside	60	~~22.1/26.5~~ **22.1/26.6**	~~Near Moreno Valley, from Gilman Springs Road to Jack Rabbit Trail.~~ Rehabilitate pavement. **Near Beaumont, from Gilman Springs Road to 1.4 miles west of Jack Rabbit Trail.**	0033N	1C090	0812000287	201.121	0	15,000	~~16/17~~ **17/18**	PA&ED PS&E RW Const	0 0 0 0	0 0 0 0
Comments: This project will be combined in a local partnership for construction. The circulation of the Draft Environmental Document (DED) comments revealed concerns and public controversy requiring additional review. The project will require additional time to consult with regulatory agencies and address public comments in pushing the project out one year from FY 16/17 to 17/18. There is a net zero change to the cost of the project.														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
08	Riverside	74	R14.8/15.2	In Lake Elsinore, at Gunnerson Street and Strickland Avenue. ~~Widen for left-turn channelization and shoulder.~~ **Left Turn Channelization.**	0050N	1E050	0813000139	201.010	~~30~~ **100**	1,782	16/17	PA&ED PS&E RW Const	911 ~~700~~ ~~40~~ 672	911 **800** **100** 672
Comments: The project requires additional coordination with county flood control and US Corp engineers that was not identified in the PID. The construction estimate was updated with adjustments to unit cost of concrete barriers and additional k-rail, crash cushions and work associated with temporary pavement striping, the permit and capital update, adding $230,000 to the cost of the project.														
08	Riverside	74	27.8/37.7	In and near Menifee and Hemet, from Route 215 to West Acacia Avenue. Construct raised curb median.	0056H	0N670	0800000536	201.010	2,549	26,298	17/18	PA&ED PS&E RW Const	~~945~~ ~~1,990~~ 1,860 3,950	**2,450** **2,215** 1,860 3,950
Comments: This project requires aerial surveys resulting in the need to merge as-built topo and aerial surveys for design. The PID identified the potential presence of hazardous waste requiring additional effort to study and develop options to reduce the impact of hazardous waste, which requires additional funding, adding $1,730,000 to the cost of the project.														
08	Riverside	74	52.1/92.0	In and near Palm Desert, from west of Strawberry Creek bridge to west of Cahuilla Hills Road. Install metal beam guardrail.	0050L	0R780	0812000165	201.015	10	4,976	16/17	PA&ED PS&E RW Const	800 ~~600~~ 80 ~~700~~	800 **705** 80 **1,250**
Comments: The project work plan was updated with current rates. Additional resources were identified for traffic handling because the project location is remote and undeveloped and is required for public safety, adding $655,000 to the cost of the project.														
08	Riverside	111	47.3/55.3	In Palm Springs, from Gateway Drive to Golf Club Drive. Reconstruct sidewalks and curb ramps.	0105C	0R300	0812000056	201.378	~~128~~ **228**	~~1,453~~ **1,855**	17/18	PA&ED PS&E RW Const	~~250~~ ~~571~~ ~~267~~ 374	**662** **805** **95** 374
Comments: This project has an increase in the number of locations within the project limits that have to be reconstructed. The coordination necessary for ADA design is greater than what was originally estimated for compliances, adding $976,000 to the cost of the project.														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
08	Riverside	371	60.2/67.7	Near Cahuilla, from Wilson Valley Road to Cary Road; also from Kerby Road to Route 74 (PM 72.8/77.1). Construct rumble strips.	3004K	1F850	0815000062	201.010	10	775	17/18	PA&ED PS&E RW Const	~~300~~ ~~200~~ ~~50~~ ~~90~~	**440** **560** **40** **295**
Comments: The support costs were adjusted to account for the transfer of work, coordination and oversight of brokered work to another district, adding $695,000 to the cost of the project.														
08	San Bernardino	2	~~2.2/2.7~~ **2.4**	Near Wrightwood, at Sheep Creek Bridge No. 54-0360. Upgrade bridge railing.	0127J	0H470	0812000074	201.112	~~5~~ **12**	2,731	17/18	PA&ED PS&E RW Const	324 611 36 609	324 611 36 609
Comments: Once preliminary design and environmental studies were completed it was determined that Environmental Permits are needed, adding $7,000 to the cost of the project.														
08	San Bernardino	18	75.5/87.6	Near Apple Valley and Lucerne Valley, from Custer Avenue to Pauhaska Road. Install ground-in rumble strips.	0190H	1E020	0813000118	201.010	0	~~482~~ **290**	16/17	PA&ED PS&E RW Const	216 309 3 ~~123~~	216 309 3 **155**
Comments: The construction estimate was updated and the work plan revised. The number of working days were recalculated and rumble strips were removed from the scope, resulting in an overall saving of $160,000 to the cost of the project.														
08	San Bernardino	38	30.9	Near Redlands, at Santa Ana River Bridge No. 54-0407. Rehabilitate bridge and upgrade bridge railing.	0200J	0R340	0812000072	201.110	~~24~~ **20**	~~1,321~~ **1,647**	17/18	PA&ED PS&E RW Const	~~139~~ ~~369~~ ~~45~~ ~~463~~	**325** **682** **40** **838**
Comments: The advance planning study during PA&ED revealed that the bridge is too narrow for the lane closure identified in the PID. Additional traffic control measure will be required, in addition, the structures estimate was updated resulting in the need for additional funding with some minor savings in right of way for permits. As a result of these changes to the project, it will add $1,005,000 to the cost of the project.														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
10	Merced	140	6.1/35.8	In and near the city of Merced, from east Junction 33 to Route 99. Rehabilitate pavement.	3023	0Y740	1014000032	201.121	~~485~~ **30**	~~22,800~~ **20,000**	16/17	PA&ED PS&E RW Const	1,380 1,450 215 ~~1,380~~	1,380 1,450 215 **2,500**
Comments: This project has decreased capital cost due to the elimination of some guardrail work that is being done in another project and the elimination of the environmental mitigation that was associated with that scope of work. With the completion of environmental, the work plan was updated resulting in a net savings of $2,135,000 to the project.														
10	Merced	59	12.8/13.5	In the city of Merced, at Mission Avenue/Dickenson Ferry Road. Left turn channelization.	3005	0U520	1000020459	201.010	818	1,500	16/17	PA&ED PS&E RW Const	699 727 ~~598~~ ~~369~~	699 727 **710** **380**
Comments: An additional right of way parcel was identified for this project. The negotiations have been more extensive than originally estimated for a possible condemnation process, and the work plan was updated with current information resulting in a slight increase in construction support, adding $123,000 to the cost of the project.														
10	Merced	99	R35.9/R37.3	In Merced and Stanislaus Counties near Turlock, from north of Bradbury Road to north of the Stanislaus County line. Rehabilitate pavement. (G13 Contingency Project)	3091	1C180	1014000101	201.122	~~0~~ **10**	0	16/17	PA&ED PS&E RW Const	281 954 4 0	281 954 4 0
Comments: This project requires increased traffic handling and staging that was not identified in the PID. The project will require temporary pavement for staging and shifting of traffic which will increase the number of working days, requiring additional funding. Right of Way capital is increased to address utility conflicts.														
10	San Joaquin	88	16.4/25.4	Near Lockeford, from east of Disch Road to the Amador County line. Rehabilitate pavement.	0165	0Q180	1013000256	201.121	~~0~~ **10**	6,100	17/18	PA&ED PS&E RW Const	~~100~~ ~~400~~ ~~50~~ ~~750~~	**219** **629** **10** **432**
Comments: This project was not sufficiently resourced. The work plan has been updated identifying funds for right of way utility risk management, resulting in a net zero change to the cost of the project.														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
11	San Diego	94	5.8/9.3	~~In the cities of San Diego and Lemon Grove, at Kelton Road Overcrossing (No. 57-0300) and Grove Street Overcrossing (No. 57-0322)~~. Upgrade bridge rails. **In the city of San Diego at Kelton Road Overcrossing No. 57-0300; also in Lemon Grove at Grove Street Overcrossing No. 57-0322.** (G13 Contingency Project)**.**	1124	41440	1114000023	201.112	80	0	16/17	PA&ED PS&E RW Const	~~657~~ ~~1,034~~ ~~135~~ 0	**417** **1,363** **46** 0
Comments: This project over estimated PA&ED but has additional needs in PS&E. The PID did not identify resources for aerially deposited lead studies that are needed as well as a design change to widen shoulders on the bridge. The right of way parcel that was anticipated as being required for the project is publicly owned, resulting in a decrease in right of way cost. These changes result in a net zero change to the cost of the project.														
11	San Diego	163	2.5/4.0	In the city of San Diego, from Robinson Avenue to San Diego River. Safety enhancements that include lighting, rumble strips, striping, lighting, bridge rail end treatments and high friction surface treatment.	1103	41530	1113000018	201.015	~~0~~ **136**	6,193	16/17	PA&ED PS&E RW Const	448 710 ~~2~~ 1,261	448 710 **82** 1,261
Comments: This project has common project limits with a safety project. There were elements outside the Caltrans right of way including lighting and rails, that had to be resolved immediately resulting in an increase to right of way to prevent delaying a safety project, adding $216,000 to the cost of this project.														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
11	San Diego	VAR	VAR	~~In and near the cities of San Diego and National City, upgrade curb ramps to comply with Americans with Disabilities Act (ADA) standards.~~ **In and near the cities of Chula Vista, National City, Coronado and San Diego on Routes 5, 8, 52, 75, 163 and 805 at various locations. Upgrade curb ramps to comply with Americans with Disabilities Act (ADA) standards.**	1022	40580	1100020271	201.361	90	4,394	17/18	PA&ED PS&E RW Const	~~496~~ ~~2,201~~ 134 1,120	**841** **1,856** 134 1,120

Comments: The scope of this project was refined after a more detailed assessment of specific locations for ADA compliance. The increased effort in PA&ED in prioritizing and adding locations is balanced by the savings in PS&E, resulting in a net zero change to the cost of the project.

M e m o r a n d u m

Tab 18

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16, 2016

Reference No.: 4.9
Information

From: WILL KEMPTON
Executive Director

Subject: **UPDATE ON THE CAPITAL OUTLAY SUPPORT WORKLOAD FORECASTING RECOMMENDATION DEVELOPMENT PROCESS**

SUMMARY:

In response to his request, the Commission has agreed to help Secretary Kelly and the Transportation Agency related to the Caltrans capital outlay support (COS) workload. The request resulted from a recommendation included in the Commission's 2015 Annual Report, and entails forming a workgroup of staff from various entities to review current and projected COS staffing levels at Caltrans and the methodology used to arrive at those levels. The objective of this workgroup is to review the Department's current workload projections and, if possible, to gain consensus around a reasonable methodology to determine the appropriate level of staff relative to Caltrans' workload.

BACKGROUND:

As part of the 2013-14 budget package, the Legislature adopted supplemental report language directing the Legislative Analyst's Office (LAO) and the Department of Finance (DOF) to work with Caltrans to review its COS program. The review was primarily prompted by legislative concerns regarding the lack of information to fully support the program's annual staffing level and budget. The goal of the review was to increase accountability and efficiency of the COS program, such as by identifying workload metrics, improving program processes, and using information technology tools in order to achieve a transparent and standardized workload-based assessment of appropriate staffing needs.

During the summer and fall of 2013, representatives from the LAO, DOF, and Caltrans met on a regular basis to discuss the COS program. Although the review group collected information about the program and reached general consensus on some initial steps to improve efficiency and accountability of the COS program, the group was unable to reach consensus on all of the concerns identified in the review and solutions to address them. In the spring of 2014, the administration made some recommendations to address the concerns raised by the Legislature, while the LAO published a report with some alternative recommendations. Since that time there has remained much debate over how to determine the appropriate staffing level for the COS program.

In its 2015 Annual Report to the Legislature, the Commission included a recommendation that the Transportation Agency continue efforts to develop a workload forecasting process for Caltrans' COS program that includes convening the appropriate agencies in preparing a methodology

acceptable to all parties. Neither the legislature, the administration, nor the public is well-served by the ongoing dispute over the appropriate level of COS staffing.

Transportation Secretary Kelly requested in a letter dated January 22, 2016, that the Commission lend its help and leadership in resolving this challenging issue due to the fact that the Commission has a well-earned reputation for independence and is often called upon to be a fair arbiter. Specifically, Secretary Kelly requested that the Commission form a workgroup with experts from the Commission, Caltrans, DOF, LAO, the Legislature, and the Transportation Agency to review current and projected COS staffing levels at Caltrans and the methodology used to arrive at those levels. Attachment A is a copy of the Secretary's letter to Chair Dunn incorporating his request of the Commission.

Secretary Kelly's letter notes that the Commission is a respected entity that can play a pivotal role in gaining policy consensus around the reasonableness of the methodology used to determine what staffing level is appropriate for Caltrans' COS program. Despite the Commission's limited resources, Chair Dunn agreed to take on this additional workload given the importance to resolve this contentious issue (see Attachment B). Commission staff estimates that this may be a year-long effort, and therefore there may be other Commission work that may be affected in order for staff to drive this important task.

In his letter, Secretary Kelly expressed the Administration's willingness to subject its staffing methodology to review as well as to consider fundamentally altering the way Caltrans budgets its resources in order to hopefully address this issue once and for all. With that in mind, staff intends to lead the workgroup through an effort to rethink the entire budgeting process in order to properly align incentives, ensure effective internal controls are in place, and instill appropriate oversight and accountability measures such that the Legislature and the public can be confident in how Caltrans arrives at its annual budget request.

Attachment A – Secretary Kelly's letter to the Commission
Attachment B – Chair Dunn's response to Secretary Kelly

CALIFORNIA STATE TRANSPORTATION AGENCY

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January 22, 2016

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Chairwoman Dunn:

I write to commend the commission on the production and release of its *2015 Annual Report to the California Legislature* and to seek your assistance in implementing one of the recommendations contained in the report.

First, my highest compliment to you and your team for the production of this report. I think it is highly informative and instructive to the legislature and the public on California's transportation programs and the system by which those programs are funded. Since I was a legislative staff person working on transportation matters, I have read the commission's report each year, and I have continued that practice since moving to the executive branch. Kudos to the commission on a fine report.

Second, as you know, this year's report includes several legislative and administrative recommendations to address numerous transportation-related issues. One recommendation affecting Caltrans reads as follows:

> *"Support CalSTA's efforts to develop a workload forecasting process for Caltrans related to the STIP and SHOPP that includes convening the appropriate agencies in preparing a methodology acceptable to all parties."*

This an important and timely recommendation, particularly as it relates to the department's capital outlay support (COS) workload levels that have been the focal point of so much discussion in the legislature during 2015. While the department's current COS level has been declining steadily over the last several years and is now at an 18-year low, there remains much debate over what the appropriate COS staffing level should be. It's time to address this issue once and for all.

Because the commission has a well-earned reputation for independence and is often called upon to be a fair arbiter, I respectfully request your help and leadership in evaluating the COS staffing issue at Caltrans. Specifically, I request the commission form a workgroup that includes expert staff from the commission, Caltrans, the Department of Finance (DOF), the Legislative Analyst's Office (LAO), budget or policy staff from the legislature, and representatives from the California State Transportation Agency (CalSTA), to review current and projected COS staffing levels at Caltrans and the methodology used to arrive at those levels. The objective of this workgroup should be to review the department's current workload projections and, to gain a consensus to ensure reasonable methodology is used to determine the appropriate level of COS staff to meet the department's workload. I would hope with a concerted effort, this work can be completed in time to inform budget deliberations by spring, 2016.

Neither the legislature, the executive branch, nor the public is well-served by the ongoing dispute between LAO and the Administration over staffing levels at the department. As the legislature considers additional investment in the state's transportation system, it will be in our collective interest to ensure consensus on the methodology the department uses to request the appropriate staff resources to meet workload demands in upcoming years.

In short, the department is willing to subject its staffing methodology to review. The commission is a respected entity that can play a pivotal role in gaining a policy consensus around the reasonableness of the methodology deployed to best serve the public.

I thank you for your consideration of this request.

Respectfully,

Brian P. Kelly
Secretary

cc: Mr. Will Kempton, Executive Director, California Transportation Commission
The Honorable Jim Frazier, Chair, Assembly Transportation Commission
The Honorable Richard Bloom, Chair, Assembly Budget Subcommittee #3
The Honorable Jim Beall, Chair, Senate Transportation and Housing Committee
The Honorable Lois Wolk, Chair, Senate Budget Subcommittee #2
Mr. Michael Cohen, Director, Department of Finance
Mr. Mac Taylor, Legislative Analyst
Mr. Malcolm Dougherty, Director, Department of Transportation

LUCETTA DUNN, Chair
BOB ALVARADO, Vice Chair
DARIUS ASSEMI
YVONNE B. BURKE
JAMES EARP
JAMES C. GHIELMETTI
CARL GUARDINO
FRAN INMAN
CHRISTINE KEHOE
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

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February 16, 2016

Secretary Brian Kelly
California State Transportation Agency
915 Capitol Mall, Suite 350B
Sacramento, CA 95814

Re: Capital Outlay Support Workload Methodology

Dear Secretary Kelly:

Thank you for your letter dated January 22, 2016 and for the kind acknowledgement of the Commission's work on its *2015 Annual Report to the California Legislature*, particularly its effectiveness in sharing the facts on accomplishments and state mobility needs.

We are delighted to have your support of the Commission's recommendation related to developing a workload forecasting process for Caltrans' capital outlay support budget. We agree that it does no one any good to debate budget numbers questioned for their credibility. Addressing this problem would be an important improvement for transportation in California.

Thus, per your request, the Commission will form a workgroup that includes experts from various entities to review current and projected capital outlay support staffing levels at Caltrans and the methodology used to arrive at those levels. The goal will be to lead this workgroup to a consensus and ensure a reasonable methodology is used to determine the appropriate staffing level at Caltrans.

One note, however: Caltrans is well along into developing its 2016-17 budget and it may be difficult to accomplish anything that can materially inform budget deliberations by Spring 2016, as your letter requests. Commission staff has been instructed to begin this process ASAP.

As always, do not hesitate to call me or Executive Director Will Kempton at (916) 654-4245 if you have any questions.

Sincerely,

LUCY DUNN
Chair

c: California Transportation Commissioners
The Honorable Jim Frazier, Chair, Assembly Transportation Committee
The Honorable Richard Bloom, Chair, Assembly Budget Subcommittee #3
The Honorable Jim Beall, Chair, Senate Transportation and Housing Committee
The Honorable Lois Wolk, Chair, Senate Budget Subcommittee #2
Mr. Michael Cohen, Director, Department of Finance
Mr. Mac Taylor, Legislative Analyst
Mr. Malcolm Dougherty, Director, Department of Transportation

M e m o r a n d u m

Tab 19

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16, 2016

Reference No.: 4.8
Action

From: WILL KEMPTON
Executive Director

Subject: **ADOPTION OF 2016 TOLL FACILITY GUIDELINES**

ISSUE:

Should the Commission adopt the attached 2016 Toll Facility Guidelines related to the approval of developing and operating new toll facilities in California as required in Assembly Bill 194 (Frazier, 2015)?

RECOMMENDATION:

Staff recommends that the Commission adopt the 2016 Toll Facility Guidelines as proposed in Attachment A.

BACKGROUND:

The Legislature passed and Governor Brown signed into law Chapter 687, statutes of 2015 (Assembly Bill or AB 194), delegating to the Commission the legislative responsibility to approve the tolling of transportation facilities in California. Before 2016, tolling authority was typically granted only through legislation specifically authorizing some entity to implement the tolled facility.

Specifically, Section 149.7 of the California Streets and Highways Code, as amended by AB 194, authorizes regional transportation agencies or the California Department of Transportation (Caltrans) to apply to the Commission to develop and operate high-occupancy toll lanes or other toll facilities, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit or freight. Applications for the development and operation of toll facilities are subject to review and approval by the Commission pursuant to criteria set forth in guidelines established by the Commission.

Since presenting the Draft Toll Facility Guidelines at the Commission's January meeting, staff received comments from many interested parties. Commission staff considered these comments and incorporated them as appropriate into the final guidelines.

AB 194 did not include a timeline for specific updates to the required guidelines. Commission staff, however, recognize that the broad authority for toll facilities granted through AB 194 could

mean that these guidelines may need to be updated occasionally to take into account potentially unforeseen proposal types or other issues that may arise.

Attachment A – Final 2016 Toll Facility Guidelines
Attachment B – CTC Resolution G-16-10
Attachment C - Correspondence

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of 2016 Toll Facility Guidelines
March 16, 2016

RESOLUTION G-16-10

1.1 WHEREAS the Legislature delegated to the Commission the legislative responsibility to approve the tolling of transportation facilities in California through the passage of Assembly Bill 194 (Chapter 687, statutes of 2015), and

1.2 WHEREAS the Legislature found and declared that the development, improvement, expansion, and maintenance of an efficient, safe, and well-maintained system of roads, highways, and other transportation facilities is essential to the economic well-being and high quality of life of the people of this state, and

1.3 WHEREAS the Legislature further found and declared that high-occupancy toll lanes, express lanes, and toll roads provide an opportunity to more effectively manage state highways in order to increase passenger throughput and to reduce delays for freight shipments and travelers, especially those traveling by carpool, vanpool, or bus, and

1.4 WHEREAS the Legislature further found and declared that highway tolling should be employed for the purpose of optimizing the performance of the transportation system on a transportation corridor and should not be employed strictly as a revenue generating facility, and

1.5 WHEREAS Section 149.7 of the Streets and Highways Code requires each application for the development and operation of the toll facilities described be subject to review and approval by the Commission pursuant to eligibility criteria set forth in guidelines established by the Commission, and

1.6 WHEREAS a draft of proposed guidelines was presented at the January 20, 2016 Commission meeting.

2.1 NOW THEREFORE BE IT RESOLVED that the Commission adopts the 2016 Toll Facility Guidelines, as presented by staff on March 16, 2016, and

2.2 BE IT FURTHER RESOLVED that the purpose of these guidelines is to identify the Commission's policy and expectations for the toll facility applications and thus to provide guidance to applicants, and

2.3 BE IT FURTHER RESOLVED that the Commission directs staff to post these guidelines on the Commission's website.

CALIFORNIA TRANSPORTATION COMMISSION
Guidelines for
Toll Facility Project Applications
March 16, 2016

Authority and Purpose

The Legislature passed and Governor Brown signed into law Chapter 687, statutes of 2015 (Assembly Bill or AB 194), delegating to the California Transportation Commission (Commission) the legislative responsibility to approve the tolling of transportation facilities in California. Before 2016, tolling authority was typically granted only through legislation specifically authorizing some entity to implement the tolled facility.

Specifically, Section 149.7 of the California Streets and Highways Code, as amended by AB 194, authorizes regional transportation agencies or the California Department of Transportation (Caltrans) to apply to the Commission to develop and operate high-occupancy toll lanes or other toll facilities, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit or freight. Applications for the development and operation of toll facilities are subject to review and approval by the Commission pursuant to criteria set forth in guidelines established by the Commission. Prior to approving an application, the Commission will conduct at least one public hearing at or near the proposed toll facility for the purpose of receiving public comment. Upon approval of an application, the regional transportation agencies or Caltrans may develop and operate the proposed toll facility, subject to the minimum requirements defined in statute.

The purpose of these guidelines is to set forth the Commission's policy for carrying out its role in implementing AB 194 and to assist the regional transportation agencies and Caltrans when contemplating an application to the Commission for approval to develop and operate high-occupancy toll lanes or other toll facilities. This Commission policy is not a regulation and should not be construed as imposing any requirement or imposing any deadline on any agency. References to timeframes in this guidance are statements of Commission intent and not deadlines or restrictions for either the Commission itself or for other agencies. Further, references to the contents of submittals from other agencies are statements of what the Commission expects that it will need in order to carry out its own responsibilities for project approval.

Timing of Application

No two projects seeking approval will be the same, therefore the Commission recognizes that the timing of application submission may vary. However, the Commission expects that the

project in any submitted application will be far enough through the development process to fulfill the minimum criteria identified in AB 194. For example, the project should be developed enough for the application to include quantifiable evidence of the corridor performance improvement to be provided from the toll facility, a project initiation document, and a realistic and comprehensive funding plan for the project.

Applicants are encouraged to discuss developing proposals with the Commission prior to submittal. Commission staff will work with applicants to help inform the nature of what information to include in the application in order to comprehensively address the requirements set forth in these guidelines.

The Commission does not intend to unduly delay any project through the application process. Therefore, upon receipt of a toll facility application, the Commission will do its best to place the application on its agenda when the Commission office receives the application at least 45 days prior to the meeting. This commitment is not a guarantee but a statement of intention, and may vary based on many factors, such as the complexity or completeness of the application, the need for additional review by outside consultants, or the timing of the next Commission meeting.

Reimbursement Contract

At the time of application submission, regional transportation agency applicants must submit a signed agreement to reimburse the Commission for the Commission's costs and expenses incurred in processing the application, as required by AB 194. The Commission will include in the agreement an hourly rate to cover all costs attributable to processing the application. The Commission expects the cost to be at a minimum $15,000 and not to exceed $100,000, depending on the complexity of the application. Further, the applicant will be notified of consultant service costs required for reimbursement should the Commission determine technical expertise is required.

Given that the State Administrative manual requires state agencies to recover the full cost of providing services, the Commission expects that Caltrans will submit a signed agreement to reimburse the Commission for any consultant costs necessary to evaluate a Caltrans application.

Complete Funding Plan

AB 194 requires demonstration that a complete funding plan has been prepared for any proposed toll facility project. The Commission interprets this to mean that all funding sources are identified and the applicant has a plan for securing these funds. A complete funding plan does not mean that all financing has been secured, as it is possible some financing sources may not be available until the project sponsor has authority to develop and operate the toll facility, which is granted only upon approval by the Commission.

Review and Approval of an Expenditure Plan

According to AB 194, the revenue generated from the operation of a toll facility shall be available to the sponsoring agency in this order: (1) for direct expenses related to any debt issued to construct, repair, rehabilitate, or reconstruct the toll facility, (2) for the development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation of the toll facility, including toll collection and enforcement, and (3) reserves for the first two identified purposes. All remaining revenue generated by the toll facility shall be used in the corridor from which the revenue was generated pursuant to an expenditure plan developed by the sponsoring agency.

AB 194 requires the Commission to review and approve the expenditure plan and any updates for a toll facility sponsored by Caltrans. The Commission expects that, if possible, the expenditure plan for excess revenues from a toll facility sponsored by Caltrans will be submitted to the Commission in conjunction with submittal of a Caltrans application. If, however, Caltrans is unable to submit the expenditure plan at the time of application, the Commission expects the application to include a thorough discussion of Caltrans' framework and expectations related to the expenditure of excess revenues. Since AB 194 requires the Commission to approve the Caltrans expenditure plan before Caltrans can implement the project, Caltrans must submit the plan when ready and the Commission will consider approval of the proposed plan at the next regularly scheduled meeting.

For a toll facility sponsored by a regional transportation agency, the governing board of the regional transportation agency will review and approve the expenditure plan and any updates.

Evaluation of Project Eligibility

Once a reimbursement contract is in place, the Commission will review and evaluate each application. The Commission may obtain professional opinions from necessary experts in the evaluation of the detailed application. For example, consultation and opinions could be obtained from expert engineers, accountants, and attorneys as applicable.

Project applications should include documentation to support the development and operation of high-occupancy toll lanes or other toll facilities, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit or freight.

The criteria set forth below will be considered by the Commission in determining whether the Commission should approve a toll facility project application submitted in accordance with AB 194. Applications that do not satisfactorily address the identified criteria will be considered incomplete and will not be recommended for approval.

Minimum Eligibility Criteria

The Commission must find, at a minimum, that the criteria identified in AB 194 are met. Therefore, every application should clearly discuss how it meets the following minimum criteria:

(1) A demonstration that the proposed toll facility will improve the corridor's performance by, for example, increasing passenger throughput or reducing delays for freight shipments and travelers, especially those traveling by carpool, vanpool, and transit.

(2) A requirement that the proposed toll facility is contained in the constrained portion of a conforming regional transportation plan prepared pursuant to Section 65080 of the Government Code.

(3) For projects involving the state highway system, evidence of cooperation between the applicable regional transportation agency and Caltrans. Examples of acceptable evidence of cooperation could be in the form of a completed cooperative agreement or a signed letter between the parties to demonstrate that the parties are working cooperatively on the development of the toll facility.

(4) A discussion of how the proposed toll facility meets the requirements of Streets and Highways Code Section 149.7.

(5) A complete project initiation document for the proposed toll facility.

(6) A complete funding plan for development and operation of the toll facility.

Supporting Application Information

In evaluating applications, the Commission will consider all provided information to determine whether to approve the proposed toll facility. Accordingly, in conjunction with responding to the statutorily-defined minimum criteria, applicants are strongly encouraged to provide more information than that necessary to meet the minimum criteria. Whenever applicable and possible, applicants should attempt to address the following questions in order to provide valuable supplemental information for the Commission to consider. Applicants are free and encouraged to use information from any existing documents related to the proposed facility to the fullest extent possible.

Compliance with State Law

Has the applicant demonstrated that the proposed project is consistent with the established standards, requirements, and limitations that apply to the toll facilities in Section 149.7 of the Streets and Highways Code as well as all other applicable sections of state law?

System Compatibility

If on the state system, has the applicant demonstrated that the project is consistent with State Highway System requirements? Does this project propose improvements that are compatible with the present and planned transportation system? Does the project provide continuity with existing and planned state and local facilities?

Corridor Improvement

AB 194 specified the Legislature's intent that highway tolling should be employed for the purpose of optimizing the performance of the transportation system on a transportation corridor and should not be employed strictly as a revenue generating facility. With that in mind, has the applicant provided compelling evidence that demonstrates that the proposed toll facility will significantly improve the corridor's performance?

Technical Feasibility

Project Definition – Has the applicant described the proposed facility in sufficient detail to determine the type and size of the project, the location, all proposed interconnections with other transportation facilities, the communities that may be affected, and alternatives (e.g. alignments) that may need to be evaluated?

Proposed Project Timeline – Is the time frame for project completion clearly outlined? Is the proposed schedule reasonable given the scope and complexity of the project? Does the proposal contain adequate assurances that the project will be completed on time?

Operation – Has the applicant presented a reasonable statement setting forth plans for operation of the facility?

Federal Involvement – Is the project outside the purview of federal oversight, or will it require some level of federal involvement due to its location on the National Highway System or Federal Interstate System or because federal permits are required? If so, has the applicant provided a reasonable plan for addressing all federal responsibilities?

Maintenance – Is there a process in place to clearly define assumptions and responsibilities during the operational phase including law enforcement, toll collection, and maintenance?

Financial Feasibility

Funding Plan – Is the funding plan built on a reasonable basis for funding project development and operations? For example, are the assumptions on which the plan is based well defined and reasonable in nature? Are the plan's risk factors identified and dealt with sufficiently? Are the planned sources of funding and financing realistic? Has the applicant demonstrated evidence of its ability to obtain the necessary financing? Does the applicant have the ability to fund shortfalls if revenues do not meet projections?

Expenditure Plan for Excess Revenues – If an expenditure plan for excess revenues has not yet been adopted by the appropriate governing entity, has the applicant included a discussion of its intentions for revenues collected beyond those necessary for any debt service, operations, and reserved as defined in AB 194?

Regional Transportation Plan & Community Support

Consistency with Existing Plans – Is the project consistent with the regional transportation plan and affected city and county comprehensive plans? If not, does the applicant discuss strategies that may help achieve consistency with such plans when possible or practicable?

Consideration of Impacts – Does the applicant explicitly consider the potential diversions of vehicles onto adjacent routes that could lead to congestion, safety problems, and infrastructure damage due to the imposition of tolls on particular facilities?

Fulfilling Policies and Goals – In what ways does the proposed project help achieve performance, safety, mobility, economic, or transportation demand management goals?

Environmental Considerations – Is the proposed project consistent with applicable state and federal environmental statutes and regulations? Does the proposal adequately address or improve air quality and other environmental concerns?

Community/Stakeholder Support – What is the extent of support or opposition for the project? Does the project proposal demonstrate an understanding of the national and regional transportation issues and needs, as well as the impacts this project may have on those needs? Is there a demonstrated ability to work with the affected communities?

Public Hearings & Final Approval/Rejection

AB 194 requires that, prior to approving an application, the Commission conduct at least one public hearing at or near the proposed toll facility for the purpose of receiving public comment.

Upon final evaluation of the project application against the eligibility criteria, and after the required public hearing, the Commission will approve or reject the application. If the Commission approves an application, it will do so through the adoption of a resolution at a regularly scheduled Commission meeting.

Report to the Legislature

Annually the Commission, in cooperation with the Legislative Analyst, is statutorily required to report to the Legislature on the progress of the development and operation of each toll facility approved under these guidelines. To inform the Commission's Annual Report to the Legislature due December 15th, the Commission expects an annual report from every sponsoring agency describing the progress of each approved toll facility no later than October 1st of each year. In order to facilitate thorough reporting, at a minimum, this report should include a discussion of the following:

(A) A progress report for the project.

(B) A comparison of the project baseline budget and the current or projected budget.

(C) A comparison of the current or projected schedule and the baseline schedule.

(D) If construction is complete and operations have begun, a discussion of the operations of the facility and how actual performance compares to the project's original expected performance.

(E) A discussion of any other issues identified and actions taken to address those issues.

Projects Requiring Future Commission Actions

Section 149.7 does not modify nor does this guidance address the Commission's authority to program and allocate state funds. No application approval in accordance with AB 194 or these guidelines can be considered as binding the Commission to take any programming or allocating action in the future in relation to any application.

Specifically, the Commission's approval of a toll facility project application does not in and of itself create a new commitment of state transportation revenues or create an undue risk to state transportation revenues committed to other projects.

Project Changes after Approval

After the Commission has approved a project, it will have no further role in reviewing or approving changes to the project except at the request of the sponsor agency. If Caltrans or the regional transportation agency finds it necessary or appropriate to make changes to the toll facility project after approval, the Commission expects that the agency will request approval of the change by submitting a supplement to the project application setting forth a description of the change and the reasons for it. A change approval request is only necessary if the change substantially alters the scope, schedule, or terms of the approved project. The Commission will approve the change if it finds that the revised project meets the evaluation criteria set forth in this guidance.

~~DRAFT~~

CALIFORNIA TRANSPORTATION COMMISSION

Guidelines for

Toll Facility Project Applications

March 16, 2016

Authority and Purpose

The Legislature passed and Governor Brown signed into law Chapter 687, statutes of 2015 (Assembly Bill or AB 194), delegating to the California Transportation Commission (Commission) the legislative responsibility to approve the tolling of transportation facilities in California. Before 2016, tolling authority was typically granted only through legislation specifically authorizing some entity to implement the tolled facility.

Specifically, Section 149.7 of the California Streets and Highways Code, as amended by AB 194, authorizes regional transportation agencies or the California Department of Transportation (Caltrans) to apply to the Commission to develop and operate high-occupancy toll lanes or other toll facilities, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit or freight. Applications for the development and operation of toll facilities are subject to review and approval by the Commission pursuant to criteria set forth in guidelines established by the Commission. Prior to approving an application, the Commission will conduct at least one public hearing at or near the proposed toll facility for the purpose of receiving public comment. Upon approval of an application, the regional transportation agencies or Caltrans may develop and operate the proposed toll facility, subject to the minimum requirements defined in statute.

The purpose of these guidelines is to set forth the Commission's policy for carrying out its role in implementing AB 194 and to assist the regional transportation agencies and Caltrans when contemplating an application to the Commission for approval to develop and operate high-occupancy toll lanes or other toll facilities. This Commission policy is not a regulation and should not be construed as imposing any requirement or imposing any deadline on any agency. References to timeframes in this guidance are statements of Commission intent and not deadlines or restrictions for either the Commission itself or for other agencies. Further, references to the contents of submittals from other agencies are statements of what the Commission expects that it will need in order to carry out its own responsibilities for project approval.

Timing of Application

~~The~~ No two projects seeking approval will be the same, therefore the Commission recognizes that the timing of application submission may vary.~~, but~~ However, the Commission expects that the project in any submitted application will be far enough through the development process to

fulfill the minimum criteria identified in AB 194. For example, the project should be developed enough for the application to include quantifiable evidence of the corridor performance improvement to be provided from the toll facility, a project initiation document, and a realistic and comprehensive funding plan for the project.

Applicants are encouraged to discuss developing proposals with the Commission prior to submittal. Commission staff will ~~perform a preliminary review of each conceptual application~~ work with applicants to ~~determine whether~~ help inform the nature of what information to include in the application ~~appears to~~in order to comprehensively address the requirements set forth in these guidelines. ~~Applications that appear incomplete will be returned to the applicant for revision.~~

The Commission does not intend to unduly delay any project through the application process. Therefore, upon receipt of a ~~comprehensive~~ toll facility application, the Commission will do its best to place the application on its agenda when the Commission office receives the application at least 45 days prior to the meeting. This commitment is not a guarantee but a statement of intention, and may vary based on many factors, such as the complexity or completeness of the application, the need for additional review by outside consultants, or the timing of the next Commission meeting.

Reimbursement Contract

At the time of application submission, regional transportation agency applicants must submit a signed agreement to reimburse the Commission for the Commission's costs and expenses incurred in processing the application, as required by AB 194. ~~The full cost of goods or services includes all costs attributable directly to processing the application plus a fair share of indirect costs which can be ascribed reasonably to the effort. Section 8752.1 of California's State Administrative Manual discusses the cost elements included in the calculation.~~The Commission will include in the agreement an hourly rate to cover all costs attributable to processing the application. The Commission expects the cost to be at a minimum $15,000 and not to exceed $100,000, depending on the complexity of the application. Further, the applicant will be notified of consultant service costs required for reimbursement should the Commission determine technical expertise is required.

~~Further,~~ Given that the State Administrative manual requires state agencies to recover the full cost of providing services, the Commission expects that Caltrans will submit a signed agreement to reimburse the Commission for any consultant costs necessary to evaluate a Caltrans application.

Complete Funding Plan

AB 194 requires demonstration that a complete funding plan has been prepared for any proposed toll facility project. The Commission interprets this to mean that all funding sources are identified and the applicant has a plan for securing these funds. A complete funding plan does not mean that all financing has been secured, as it is possible some financing sources

may not be available until the project sponsor has authority to develop and operate the toll facility, which is granted only upon approval by the Commission.

Review and Approval of an ~~Caltrans~~ Expenditure Plan

According to AB 194, the revenue generated from the operation of a toll facility shall be available to the sponsoring agency in this order: (1) for direct expenses related to any debt issued to construct, repair, rehabilitate, or reconstruct the toll facility, (2) for the development, maintenance, repair, rehabilitation, improvement, reconstruction, administration, and operation of the toll facility, including toll collection and enforcement, and (3) reserves for the first two identified purposes. All remaining revenue generated by the toll facility shall be used in the corridor from which the revenue was generated pursuant to an expenditure plan developed by the sponsoring agency.

AB 194 requires the Commission to review and approve the expenditure plan and any updates for a toll facility sponsored by Caltrans. ~~Therefore, the~~The Commission expects that, if possible, the expenditure plan for excess revenues from a toll facility sponsored by Caltrans will be submitted to the Commission in conjunction with submittal of a Caltrans application. If, however, Caltrans is unable to submit the expenditure plan at the time of application, the Commission expects the application to include a thorough discussion of Caltrans' framework and expectations related to the expenditure of excess revenues. Since AB 194 requires the Commission to approve the Caltrans expenditure plan before Caltrans can implement the project, Caltrans must submit the plan when ready and the Commission will consider approval of the proposed plan at the next regularly scheduled meeting.

For a toll facility sponsored by a regional transportation agency, the governing board of the regional transportation agency will review and approve the expenditure plan and any updates.

Evaluation of Project Eligibility

Once a reimbursement contract is in place, the Commission will review and evaluate each application. The Commission may obtain professional opinions from necessary experts in the evaluation of the detailed application. For example, consultation and opinions could be obtained from expert engineers, accountants, and attorneys as applicable.

Project applications should include documentation to support the development and operation of high-occupancy toll lanes or other toll facilities, including the administration and operation of a value pricing program and exclusive or preferential lane facilities for public transit or freight.

The criteria set forth below will be considered by the Commission in determining whether the Commission should approve a toll facility project application submitted in accordance with AB 194. Applications that do not satisfactorily address the identified criteria will be considered incomplete and will not be recommended for approval.

Minimum Eligibility Criteria

The Commission must find, at a minimum, that the criteria identified in AB 194 are met. Therefore, every application should clearly discuss how it meets the following minimum criteria:

(1) A demonstration that the proposed toll facility will improve the corridor's performance by, for example, increasing passenger throughput or reducing delays for freight shipments and travelers, especially those traveling by carpool, vanpool, and transit.

(2) A requirement that the proposed toll facility is contained in the constrained portion of a conforming regional transportation plan prepared pursuant to Section 65080 of the Government Code.

(3) For projects involving the state highway system, evidence of cooperation between the applicable regional transportation agency and Caltrans. Examples of acceptable evidence of cooperation could be in the form of a completed cooperative agreement or a signed letter between the parties to demonstrate that the parties are working cooperatively on the development of the toll facility.

(4) A discussion of how the proposed toll facility meets the requirements of Streets and Highways Code Section 149.7.

(5) A complete project initiation document for the proposed toll facility.

(6) A complete funding plan for development and operation of the toll facility.

~~(7) For a toll facility sponsored by Caltrans, submittal of a comprehensive expenditure plan.~~

Supporting Application Information

In evaluating applications, the Commission will consider all provided information to determine whether to approve the proposed toll facility. Accordingly, in conjunction with responding to the statutorily~~-~~-defined minimum criteria, ~~applications should address the following questions whenever applicable~~applicants are strongly encouraged to provide more information than that necessary to meet the minimum criteria. Whenever applicable and possible, applicants should attempt to address the following questions in order to provide valuable supplemental information for the Commission to consider. Applicants are free and encouraged to use information from any existing documents related to the proposed facility to the fullest extent possible.

Compliance with State Law

Has the applicant demonstrated that the proposed project is consistent with the established standards, requirements, and limitations that apply to the toll facilities in Section 149.7 of the Streets and Highways Code as well as all other applicable sections of state law?

System Compatibility

If on the state system, has the applicant demonstrated that the project is consistent with State Highway System requirements? Does this project propose improvements that are

compatible with the present and planned transportation system? Does the project provide continuity with existing and planned state and local facilities?

Corridor Improvement

AB 194 specified the Legislature's intent that highway tolling should be employed for the purpose of optimizing the performance of the transportation system on a transportation corridor and should not be employed strictly as a revenue generating facility. With that in mind, ~~H~~has the applicant provided compelling evidence that demonstrates that the proposed toll facility will significantly improve the corridor's performance?

Technical Feasibility

Project Definition – Has the applicant described the proposed facility in sufficient detail to determine the type and size of the project, the location, all proposed interconnections with other transportation facilities, the communities that may be affected, and alternatives (e.g. alignments) that may need to be evaluated?

Proposed Project Timeline – Is the time frame for project completion clearly outlined? Is the proposed schedule reasonable given the scope and complexity of the project? Does the proposal contain adequate assurances that the project will be completed on time?

Operation – Has the applicant presented a reasonable statement setting forth plans for operation of the facility?

Federal Involvement – Is the project outside the purview of federal oversight, or will it require some level of federal involvement due to its location on the National Highway System or Federal Interstate System or because federal permits are required? If so, has the applicant provided a reasonable plan for addressing all federal responsibilities?

Maintenance – Is there a process in place to clearly define assumptions and responsibilities during the operational phase including law enforcement, toll collection, and maintenance?

Financial Feasibility

Funding Plan – Is the funding plan built on a reasonable basis for funding project development and operations? For example, are the assumptions on which the plan is based well defined and reasonable in nature? Are the plan's risk factors identified and dealt with sufficiently? Are the planned sources of funding and financing realistic? Has the applicant demonstrated evidence of its ability to obtain the necessary financing? Does the applicant have the ability to fund shortfalls if revenues do not meet projections?

~~*Cost Estimates* – Is the estimated cost of the facility reasonable in relation to the cost of similar projects?~~

Expenditure Plan for Excess Revenues – If an expenditure plan for excess revenues has not yet been adopted by the appropriate governing entity, has the applicant included a discussion of its intentions for revenues collected beyond those necessary for any debt service, operations, and reserved as defined in AB 194?

Regional Transportation Plan & Community Support

Consistency with Existing Plans – Is the project consistent with the regional transportation plan and affected ~~relevant~~ city and county comprehensive plans? If not, ~~are steps proposed~~ does the applicant discuss strategies that ~~will~~ may help achieve consistency with such plans when possible or practicable?

Consideration of Impacts – Does the applicant explicitly consider the potential diversions of vehicles onto adjacent routes that could lead to congestion, safety problems, and infrastructure damage due to the imposition of tolls on particular facilities?

Fulfilling Policies and Goals – In what ways does the proposed project help achieve performance, safety, mobility, economic, or transportation demand management goals?

Environmental Considerations – Is the proposed project consistent with applicable state and federal environmental statutes and regulations? Does the proposal adequately address or improve air quality and other environmental concerns?

Community/Stakeholder Support – What is the extent of support or opposition for the project? Does the project proposal demonstrate an understanding of the national and regional transportation issues and needs, as well as the impacts this project may have on those needs? Is there a demonstrated ability to work with the affected communities? ~~Have all affected local jurisdictions provided clear written statements of the extent of their support for the project?~~

Public Hearings & Final Approval/Rejection

AB 194 requires that, prior to approving an application, the Commission conduct at least one public hearing at or near the proposed toll facility for the purpose of receiving public comment.

Upon final evaluation of the project application against the eligibility criteria, and after the required public hearing, the Commission will approve or reject the application. If the Commission approves an application, it will do so through the adoption of a resolution at a regularly scheduled Commission meeting.

Report to the Legislature

Annually the Commission, in cooperation with the Legislative Analyst, is statutorily required to report to the Legislature on the progress of the development and operation of each toll facility approved under these guidelines. To inform the Commission's Annual Report to the Legislature due December 15th, the Commission expects an annual report from every sponsoring agency

describing the progress of each approved toll facility no later than October 1st of each year. In order to facilitate thorough reporting, at a minimum, this report should include a discussion of the following:

(A) A progress report for the project.

(B) A comparison of the project baseline budget and the current or projected budget.

(C) A comparison of the current or projected schedule and the baseline schedule.

(D) If construction is complete and operations have begun, a discussion of the operations of the facility and how actual performance compares to the project's original expected performance.

(E) A discussion of any other issues identified and actions taken to address those issues.

Projects Requiring Future Commission Actions

Section 149.7 does not modify nor does this guidance address the Commission's authority to program and allocate state funds. No application approval in accordance with AB 194 or these guidelines can be considered as binding the Commission to take any programming or allocating action in the future in relation to any application.

Specifically, the Commission's approval of a toll facility project application does not in and of itself create a new commitment of state transportation revenues or create an undue risk to state transportation revenues committed to other projects.

Project Changes after Approval

After the Commission has approved a project, it will have no further role in reviewing or approving changes to the project except at the request of the sponsor agency. If Caltrans or the regional transportation agency finds it necessary or appropriate to make changes to the toll facility project after approval, the Commission expects that the agency will request approval of the change by submitting a supplement to the project application setting forth a description of the change and the reasons for it. A change approval request is only necessary if the change substantially alters the scope, schedule, or terms of the approved project. The Commission will approve the change if it finds that the revised project meets the evaluation criteria set forth in this guidance.

4.20

CONSIDERATION OF THE DRAFT CALIFORNIA TRANSPORTATION PLAN (CTP)

INFORMATION ON THIS ITEM WILL BE PROVIDED PRIOR TO THE MARCH 16-17, 2016 CALIFORNIA TRANSPORTATION COMMISSION MEETING

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 20

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 4.20
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Katie Benouar, Chief
Division of
Transportation Planning

Subject: **CALIFORNIA TRANSPORTATION PLAN 2040 – OPPORTUNITY TO COMMENT**

SUMMARY:

This is the California Department of Transportation's presentation to the California Transportation Commission on the final draft California Transportation Plan 2040 (CTP 2040). The final draft was released for public review on February 29, 2016, and available for comment through March 29, 2016.

Senate Bill 391 (Liu 2009) requires the State's long-range transportation plan to meet California's climate change goals under Assembly Bill 32. California has launched an innovative and proactive approach to addressing climate change and greenhouse gas (GHG) emissions by transitioning to a sustainable and low-carbon clean energy economy. The CTP 2040 is required, for the first time, to model a range of strategies for addressing how the State will achieve reduction of GHG emissions statewide to 1990 levels by 2020, and 80 percent below 1990 levels by 2050. The CTP 2040 is the vision to guide achieving these targets in the transportation sector while providing mobility and accessibility

For more information on the CTP 2040, or to provide comments on the final draft document please visit the CTP website at www.californiatransportationplan2040.org.

BACKGROUND:

The CTP 2040 is the State's long-range transportation plan developed to meet California's future travel needs while reducing GHG emissions. The vision for the CTP 2040 is to achieve a fully integrated, multimodal and sustainable transportation system in California that delivers on the "3E's"– a prosperous economy, a quality environment, and social equity. The CTP 2040 will provide guidance for future transportation planning decisions and infrastructure investments by all levels of government, the private sector, and other transportation stakeholders. The CTP 2040 defines goals, policies, and recommendation to achieve a vision of sustainability.

These goals are:

- Improve Multimodal Mobility and Accessibility for All People;
- Preserve the Multimodal Transportation System;
- Support a Vibrant Economy;
- Improve Public Safety and Security;
- Foster Livable and Healthy Communities and Promote Social Equity; and
- Practice Environmental Stewardship.

The final draft CTP 2040 was formulated through an extensive public involvement process, meaningful consultation and coordination with Tribal Governments, and close work with local, regional, state, and federal partners, key stakeholders and advocacy organizations. Outreach activities consisted of a series of seven public workshops, seven focus groups, multiple advisory committee meetings, tribal listening and consultation sessions, two opportunities for written public comments, webinars, interactive website, electronic email using a comprehensive database of stakeholder groups, social media, printed material, and other media. The result is a transportation policy framework designed to serve all of California's diverse populations and economic interests.

Tab 21

4.21

COMMENTS TO THE GOVERNOR'S OFFICE OF PLANNING AND RESEARCH PROPOSED GUIDELINES IN RESPONSE TO SB-743

INFORMATION ON THIS ITEM WILL BE PROVIDED PRIOR TO THE MARCH 16-17, 2016 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: March 16-17, 2016

Reference No.: 4.22
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation Programming

Subject: **APPROVAL OF STATE ROUTE 108 LOCAL ALTERNATIVE STATE HIGHWAY PROJECT IN TUOLUMNE COUNTY**
RESOLUTION G-16-15

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve the request from the Tuolumne County Transportation Council (Council) to designate the State Route 108 (SR-108) East Sonora Bypass Stage III and Peaceful Oaks Interchange projects as the local highway alternative projects to the rescinded 1968 SR-108 freeway alignment project.

ISSUE:

Should the Commission approve the East Sonora Bypass Stage III and the Peaceful Oaks Interchange projects as local alternative projects to the rescinded 1968 SR-108 freeway alignment project.

BACKGROUND:

On June 18, 1968, the State of California and Tuolumne County entered into a Freeway Agreement for SR-108 from Fir Drive to west of Soulsbeyville Road. For several decades, parcels were acquired along the route for the future freeway project. In 1997, the Council, the Federal Highway Administration and the Department requested that the Commission rescinded the adopted SR-108 freeway alignment in favor of a new bypass route known as the East Sonora Bypass. Sections 14528.76 and 14528.8 of the California Government Code allows a county transportation agency to adopt a resolution to propose alternate highway projects and request the Commission approve allocation of proceeds from the sale of excess right of way along the rescinded route to alternate projects. Commission Resolution HRA 96-8 directs that the proceeds from the sale of excess right of way along the rescinded freeway alignment may be used for purchase of right of way along Stages 2 and 3 of the East Sonora Bypass project once Tuolumne County and Cities Area Planning Council adopts a resolution pursuant to Section 14528.7 of the Government Code. The Council has approved Resolution No.537-16 requesting the Commission approve the SR 108 East Sonora Bypass State III and Peaceful Oaks Interchange projects as alternate highway projects to the rescinded 1968 SR-108 freeway alignment project and request that the Commission allocate proceeds from the sale of excess right of way along the rescinded route to the alternate highway projects.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION

East Sonora Bypass
State Route 108 (SR-108) Local Alternative Projects
Resolution G-16-15

1.1 WHEREAS, On June 18, 1968, the State of California and Tuolumne County entered into a Freeway Agreement for SR-108 from Fir Drive to west of Soulsbeyville Road; and

1.2 WHEREAS, the Department of Transportation (Department) acquired parcels along the route for the future freeway project; and

1.3 WHEREAS, Sections 14528.7 and 14528.8 of the California Government Code allows a county transportation agency to adopt a resolution to propose alternate highway projects; and

1.4 WHEREAS, the Tuolumne County Transportation Council (Council), the Federal Highway Administration and the Department requested that the California Transportation Commission (Commission) rescinded the adopted SR-108 freeway alignment in favor of a new bypass route known as the East Sonora Bypass; and

1.5 WHEREAS, under Commission Resolution HRA 96-8 the Commission rescinded the SR-108 freeway alignment and adopted the East Sonora Bypass project; and

1.6 WHEREAS, the Commission also under Resolution HRA 96-8 directed that the proceeds from the sale of excess right of way along the rescinded freeway alignment be used for purchase of right of way along Stages 2 and 3 of the East Sonora Bypass project once Tuolumne County and Cities Area Planning Council adopt a resolution pursuant to Section 14528.7 of the Government Code; and

1.7 WHEREAS, the Tuolumne County Transportation Council approved Resolution No.537-16 requesting that the Commission approve the SR 108 East Sonora Bypass State III and Peaceful Oaks Interchange projects as alternate highway projects to the rescinded 1968 SR-108 freeway alignment project per Section 14528.7 of the Government Code; and

1.8 WHEREAS, the Council also requests that the Commission allocate proceeds from the sale of excess right of way along the rescinded route to the alternate highway projects.

2.0 NOW, THEREFORE, BE IT RESOLVED, that the California Transportation Commission approves the SR 108 East Sonora Bypass State III and Peaceful Oaks Interchange projects as alternate highway projects to the rescinded 1968 SR-108 freeway alignment project, and

2.1 BE IT FURTHER RESOLVED that the proceeds from the sale of excess right of way along the rescinded freeway alignment be allocated to the alternate projects.

Michael Ayala
Chairman

Darin Grossi
Executive Director

TUOLUMNE COUNTY TRANSPORTATION COUNCIL

RECD BY CTC
FEB 23 2016

February 18, 2016

Mr. Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Subject: Request for the California Transportation Commission to approve the SR108 East Sonora Bypass Stage III and Peaceful Oaks Interchange as alternate highway projects eligible for allocations of proceeds from the sale of excess right of way along the rescinded segment of State Route 108

Dear Mr. Kempton:

On June 18, 1968 the State of California and Tuolumne County entered into a Freeway Agreement for State Route 108 from Fir Drive to west of Soulsbeyville Road. Over the next few decades parcels were acquired along the route for future highway expansion projects. However, in 1997 the County, Federal Highway Administration and California Transportation Commission all agreed rescind the adopted alignment of SR108 and support of the adoption of a new route. The new route is known as East Sonora Bypass.

Sections 14528.7 and 14528.8 of the California government Code allows the County transportation Agency to adopt a resolution to propose an alternate highway project and request the CTC approve allocation of proceeds from the sale of excess right of way along the rescinded route to the alternate projects. Indeed, CTC Resolution HRA 96-8 recognizes the use of excess right of way proceeds for Stage 2 and 3 of East Sonora Bypass upon adoption of a resolution by the Tuolumne County and Cities Area Planning Council (AKA Tuolumne County Transportation Council).

Please find attached a copy of Tuolumne County Transportation Council Resolution No. 537-16 requesting the California Transportation Commission (CTC) approve SR 108 East Sonora Bypass Stage III and Peaceful Oaks interchange as an alternate highway project. Additionally, Resolution No. 537-16 requests the CTC allocate proceeds from the sale of excess right of way along the rescinded route to the alternate highway projects.

A.N. Francisco Building
48 West Yaney Street

Mailing: 2 South Green Street
Sonora, CA 95370

Phone: 209/533-5603
Fax: 209/533-5698

It should be noted that the revised 2016 Tuolumne County Regional Transportation Improvement Program (RTIP) is proposing $611,000 in right of way sales proceeds to the SR108 Peaceful Oaks Interchange project.

If you have any questions about Resolution 537-16 or the East Sonora Bypass please don't hesitate to contact me at 209/533-5603.

Sincerely,

Darin Grossi, Executive Director
Tuolumne County Transportation Council

C: Stephen Maller, Deputy Director
California Transportation Commission
Dennis Agar , Director
Caltrans – District 10

Attachments: CTC Resolution HRA 96-8
TCTC Resolution 537-16

No. 537-16

Resolution of
The Tuolumne County Transportation Council

1) Rescinding Resolution 536-15; 2) Request the California Transportation Commission approve East Sonora Bypass Stage III and Peaceful Oaks Interchange as alternate State Highway Project and 3) Request the California Transportation Commission allocate proceeds from the sale of excess right of way along the rescinded segment of Route 108 for Peaceful Oaks Interchange and East Sonora Bypass Stage III

Whereas, The Highway 108 corridor through East Sonora serves as a key arterial for the movement of vehicles to and through the commercial hub of Tuolumne County; and

Whereas, the population of Tuolumne County has grown significantly over the past decade, therefore, placing increasing pressures on the Highway 108 corridor; and

Whereas, Highway 108 is a major route which carries tourists to the Sierra throughout the year; and

Whereas, ten traffic studies prepared over the past fifteen years have cited the need to widen existing Highway 108 as well as construct the East Sonora Bypass; and

Whereas, in 1985, the County of Tuolumne and California Transportation Commission entered into a partnership by which the County would assume responsibility for widening existing Highway 108 and the State would be responsible for building the East Sonora Bypass; and

Whereas, in 1990, the California Transportation Commission programmed funding in the State Transportation Improvement Program for Stage I of the East Sonora Bypass; and

Whereas, in 1994, the County completed a project that widened Highway 108 to five lanes between Loop Road and Phoenix Lake Road at a cost of $7.67 million dollars. Of this cost, $6.7 million was funded by locally generated revenue; and

Whereas, in 2004 Stage I of the East Sonora Bypass was completed providing congestion relief safety and air quality benefits; and

Whereas, Stage II of the East Sonora Bypass was constructed in 2014 with funding from the Corridor Mobility Improvement Account, Regional Improvement Program and Interregional Improvement Program; and

Whereas, the Peaceful Oaks Interchange was programmed into this 2014 State Improvement Program with construction scheduled for 2018; and

No. 537-16

Whereas, adoption of the East Sonora Bypass alignment plan and Environmental Impact Study (EIS) has generally designated where property will need to be acquired for future stages of the Bypass; and

Whereas, properties designated for future State acquisition can result in hardships for current property owners, and Caltrans and the Tuolumne County and Cities Area Planning Council have heard concerns from the public in the regard; and

Whereas, Government Code sections 14528.7 and 14528.8 allow proceeds of sale of excess right of way along the un-relinquished route 108 alignment to be expended on alternative state highway projects subject to the approval of the California Transportation Commission; and

Whereas, TCTC Resolution No. 536-15 requested proceeds from the sale of excess right of way along rescinded segments of route 108 be approved for East Sonora Bypass Stage II unanticipated construction costs related storm water management; and

Whereas, on January 21, 2016 the CTC allocated Regional and Interregional Improvement Program funds for un-anticipated construction costs; and

Now, therefore, be it resolved that the Tuolumne County Transportation Council hereby rescinds Resolution 536-15; and

Now, therefore, be it further resolved that the TCTC requests the California Transportation Commission approve East Sonora Bypass Stage III and Peaceful Oaks interchange as an alternate state highway project pursuant to Government Code Section 14228.7; and

Now, therefore, be it further resolved that the TCTC requests the CTC approve allocation of proceeds from the sale of excess right of way to the Peaceful Oaks interchange and East Sonora Bypass.

Passed and Adopted by the Tuolumne County Transportation Council, at a Regular Meeting of the TCTC held on the 10th day of February 2016 by the following vote:

Ayes: Mike Ayala, John Gray, Evan Royce, Ron Stearn, Bill Canning

Noes: None

Absent: None

Attest:

Michael Ayala, Chair

Darin Grossi, Executive Director

CALIFORNIA TRANSPORTATION COMMISSION

Resolution Adopting a Revised Freeway Location
10-Tuo 108 KP M2.9/R11.1 (PM M1.8/R6.9)

Resolution HRA 96-8

WHEREAS, the Department of Transportation has completed studies and the public hearing process relative to the improvement of a portion of State Highway Route 108 in the County of Tuolumne from 0.3 kilometer (0.2 mile) west of Sanguinetti Overhead to 1.1 kilometers (0.7 mile) west of Soulsbyville Road; and

WHEREAS, the Department of Transportation has completed an Environmental Impact Report in compliance with the California Environmental Quality Act and Department Regulations, and the studies have determined that the location of the preferred alternative for the East Sonora Bypass (Route 108) is Freeway Alternative 1; and

WHEREAS, the California Transportation Commission, in Resolution E-96-17, has adopted findings with a Statement of Overriding Considerations supporting approval of the project; and

WHEREAS, the California Highway Commission adopted a 43.4 kilometer (27 mile) segment of Route 108 as a Freeway on July 20, 1960 from 0.3 kilometer (0.2 mile) east of Sanguinetti Overhead to McCoy Saddle, near Pinecrest; and

WHEREAS, the California Highway Commission adopted a Freeway alignment for Route 108, between 0.5 kilometer (0.3 mile) east of Golf Links Road and 0.3 kilometer (0.2 mile) east of Sanguinetti Overhead, on March 21, 1968 and subsequently denominated this section a Controlled Access Highway on November 30, 1982; and

WHEREAS, the 1996 State Transportation Improvement Program (STIP) includes Stage 1 of the proposed Route 108 improvement project (to be constructed in 3 stages) which would provide for a new Freeway segment from 0.3 kilometer (0.2 mile) west of Sanguinetti Overhead to realigned Standard Road; and

WHEREAS, Section 14528.8 of Government Code provides that the proceeds from the sale of excess right of way, when a highway route is rescinded pursuant to Section 14528.7, shall be allocated by the Commission to fund state highway projects proposed by the County, if approved by the Commission; and

NOW, THEREFORE, BE IT RESOLVED by the California Transportation Commission that pursuant to the authority vested in it by law, this Commission does hereby adopt the location of a 8.2 kilometer (5.1 mile) segment of State Highway Route 108, from 0.3 kilometer (0.2 mile) west of Sanguinetti Overhead, Kilometer Post M2.9 (Post Mile M1.8), to 1.1 kilometers (0.7 mile) west of Soulsbyville Road, Kilometer Post R11.1 (Post Mile R6.9), in the unincorporated area of Tuolumne County, east of the City of Sonora, and officially designated as 10-Tuo-108, as said location is shown on the map submitted on June 1, 1996, by D.H. Benjamin, Project Planning and Design Engineer; and

BE IT FURTHER RESOLVED that said segment of State highway, as so altered and changed, is hereby declared a Freeway, as said term is defined in the Streets and Highways Code, and shall have the status of a freeway for all purposes provided by law and is hereby designated a part of the California Freeway and Expressway System; and

BE IT FURTHER RESOLVED that said segment of State Highway Route 108 supersedes, and the Commission does hereby rescind the July 20, 1960 Freeway adoption between 0.3 kilometer east of Sanguinetti Overhead and 1.1 kilometers west of Soulsbyville Road and the November 30, 1982 Controlled Access Highway denomination from 0.3 kilometer west to 0.3 kilometer east of Sanguinetti Overhead; and

BE IT FURTHER RESOLVED that portions of the existing traversable highway (Mono Way), from the east City limit of the City of Sonora, near Loop Road, to east of Draper Mine Road, shall remain as the State highway until each new corresponding portion of State highway adopted by this Resolution has been constructed (in stages) and has been made available for traffic and appropriate disposition of the portions of existing State highway has been made as provided by law; and

BE IT FURTHER RESOLVED that the Commission hereby adopts, on a conventional highway basis, a 0.3 kilometer (0.2 mile) segment of reconstructed Standard Road as a temporary location for State Route 108, between the end of Stage 1 of the bypass and existing Route 108 (Mono Way) to serve as a temporary connection until the remainder of the adoption can be constructed and made available for traffic; and

BE IT FURTHER RESOLVED that the proceeds from the sale of excess right of way along the rescinded July 20, 1960 Freeway alignment may be used for purchase of right of way along Stages 2 and 3 of the new adopted alignment once the Tuolumne County and Cities Area Planning Council adopts a resolution pursuant to Section 14528.7 of the Government Code; and

BE IT FURTHER RESOLVED that this Commission has found and determined and hereby declares that such alteration and change of the location of said State highway is for the best interest of the State.

M e m o r a n d u m

Tab 23

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

Reference No.: 4.10
Information

From: WILL KEMPTON
Executive Director

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

SUMMARY:

In accordance with the Highway Railroad Crossing Safety Account Program (HRCSA) Guidelines, all funds programmed in the 2014 HRCSA Program that are not allocated by June 30, 2016, will be reprogrammed into the 2016 HRCSA Program. Although all projects in the 2014 Program have been allocated, the program has savings from project award and closeout. Therefore, staff drafted an update to the HRCSA Guidelines to establish a schedule for the 2016 programming process. All other provisions of the HRCSA Guidelines adopted by the Commission remain in effect. The Commission will adopt the 2016 HRCSA Program of projects for the funds available at its October 2016 meeting. The 2016 Program will be valid for the 2016-17 and 2017-18 fiscal years.

Attached are the Draft 2016 HRCSA Guidelines. The Commission will consider the Guidelines for adoption at its May 2016 meeting.

BACKGROUND:

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

The Commission, at its April 2008 meeting, adopted the HRCSA Guidelines. The Guidelines require that the program be updated every two years, and any savings generated from the projects be reprogrammed into a new two year program. The initial HRCSA Program of projects was adopted on August 27, 2008. Since then, the Commission held three additional programming cycles, establishing the 2010 HRCSA Program, the 2012 HRCSA Program and the 2014 HRCSA Program. At the conclusion of the 2014 HRCSA Program in June 2016, a 2016 HRCSA Program is anticipated given anticipated program savings.

DRAFT

Highway-Railroad Crossing Safety Account Program Guidelines

General Program Policy

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

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

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

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

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

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

All funds programmed in the ~~2012~~ **2014** HRCSA Program that are not allocated by June 30, ~~2014~~ **2016**, as required under the Guidelines, will be reprogrammed into a ~~2014~~ **2016** HRCSA program. The CTC will adopt a ~~2014~~ **2016** HRCSA program of projects for the funds available under each part from projects nominated by Caltrans, regional agencies or recipient local agencies. A single nomination will be considered for funding from either part of the program, as appropriate. The principal differences between the two parts of the HRCSA program are:

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

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

- Program Year. As the new PUC priority list to be adopted by July 1, ~~2014~~ **2016,** will be valid only for the ~~2014-15~~ **2016-17** and ~~2015-16~~ **2017-18** fiscal years, the CTC will program Part 1 funding only for projects that are expected to be ready for a project construction allocation by June ~~2016~~ **2018**. The CTC anticipates that it will allocate all of the remaining funds for Part 1 by June ~~2016~~ **2018.** If it has not allocated all available Part 1 funding by that time, the CTC will update the HRCSA program of projects to reflect the PUC priority list to be adopted by July 1, ~~2016~~ **2018.**

  For Part 2, the ~~2014~~ **2016** program of projects may include projects scheduled for construction at any time through June ~~2016~~ **2018.** However, the CTC will give higher priority for funding for Part 2 to projects with earlier delivery.

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

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

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

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

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

CTC adoption of HRCSA guidelines.	~~March 20, 2014~~ **May 18-19, 2016**
HRCSA project applications due.	~~July 1, 2014~~ **July 1, 2016**
Public hearing on HRCSA applications.	~~August 20, 2014~~ **August 17-18, 2016**
Commission staff recommendations issued.	~~September 19, 2014~~ **September 16, 2016**
CTC adopts the 2012 HRCSA program of projects.	~~October 8, 2014~~ **October 19-20, 2016**

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

- A cover letter with signature authorizing and approving the application.
- A programming request form (Appendix A) and a project fact sheet that includes a map of the project location and that describes the project scope, useful life, cost, funding plan, delivery milestones, and major project benefits. Cost estimates should be escalated to the year of proposed implementation. The project delivery milestones should include the start and completion dates for environmental clearance, land acquisition, design, construction bid award, construction completion, and project closeout.
- A brief narrative that provides:
    - A concise description of the project scope and anticipated benefits (outputs and outcomes) proposed for HRCSA funding.
    - A specific description of non-HRCSA funding to be applied to the project and the basis for concluding that the non-HRCSA funding is reasonably expected to be available.

- A description of the project delivery plan, including a description of the known risks that could impact the successful implementation of the project and a description of the response plan for the known risks. The risks considered should include, but not be limited to, risks associated with deliverability and engineering issues, community involvement, railroad agreement, and funding commitments. For projects that may be funded under Part 1, the project delivery plan should address the requirements precedent to an allocation in Section 2456 of the Streets and Highways Code.
- A description of the function of the proposed crossing project within the appropriate rail and highway corridors, including how the project would improve safety, operations and the effective capacity of the rail corridor and of streets and highways in the area.
- A description and quantification of project benefits, citing any documentation in support of estimates of project benefits. Where applicable and available, this should include a description of how the project would reduce rail and highway travel times, improve safety by reducing deaths and injuries, and reduce emissions from rail and motor vehicles. Where appropriate, this should also include the potential for enabling or improving high speed train operation and the project's location relative to the High-Speed Rail Corridor.

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

6. Submittal of project nominations. For the ~~2014~~ **2016** HRCSA program of projects, the Commission will consider only projects for which a nomination and supporting documentation are received in the Commission office by 12:00 noon, July 1, ~~2014~~ **2016,** in hard copy. A nomination from a regional agency will include the signature of the Chief Executive Officer or other authorized officer of the agency. A nomination from Caltrans will include the signature of the Director of Transportation or a person authorized by the Director to submit the nomination. A nomination from a city, county, or other public agency will include the signature from an officer authorized by the city council, board of supervisors, or other agency board. Where the project is to be implemented by an agency other than the nominating agency, the nomination will also include the signature of the Chief Executive Officer or other authorized officer of the implementing agency.

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

~~Andre Boutros~~ **Will Kempton,** Executive Director
California Transportation Commission

Mail Station 52, Room 2222
1120 N Street
Sacramento, CA 95814

Project Selection and Programming

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

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

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

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

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

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

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

10. The Commission will adopt its ~~2014~~ **2016** HRCSA program of projects after holding at least one public hearing. The Commission anticipates that its adopted HRCSA program for Part 2 will include a priority list that exceeds the funding available to be programmed, just as the priority list established by the PUC has consistently exceeded the amount of funding available for that list. The Commission may, if it finds it necessary or appropriate, advise potential applicants to submit new or revised applications at any time after the program adoption.

Project Delivery

11. Project baseline agreements. Within three months after the adoption of a project into the HRCSA program of projects, the Commission, Caltrans and the implementing agency, together with the regional agency and any entity committed to providing supplementary funding for the project, will execute a project baseline agreement, which will set forth the project scope, benefits, delivery schedule, and the project budget and funding plan. The Commission may delete a project for which no project baseline agreement is executed, and the Commission will not consider approval of a project allocation prior to the execution of a project baseline agreement.

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

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

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

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

15. Final delivery report. Within six months of the project becoming operable, the implementing agency will provide a final delivery report to the Commission on the scope of the completed project, its final costs as compared to the approved project budget, its duration as compared to the project schedule in the project baseline agreement, and performance outcomes derived from the project as compared to those described in the project baseline agreement. The Commission shall forward this report to the Department of Finance as required by Government Code Section 8879.50.

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

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

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

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

State of California
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California State Transportation Agency

Tab 24

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 4.7
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra
Division Chief
Transportation Programming

Subject: **UPDATE ON THE 2015-2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) DELIVERED LIST – ALLOCATIONS REQUESTED BUT NOT YET APPROVED**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission accept this attached report on the status of State Transportation Improvement Program (STIP) projects that have been delivered (deemed ready to go).

ISSUE:

Due to insufficient transportation revenues and allocation capacity in Fiscal Year (FY) 2015-16, the Commission has been unable to allocate STIP funds to implementing agencies for their projects. Those projects that have not received an allocation were instead approved to be placed on a delivered list.

The attached list identifies those projects that have been delivered in FY 2015-16, but that the Commission has not approved allocations for, due to funding constraints. The projects are in no particular priority order and the list is arranged by project category, then district, then county.

At its December 2015 meeting, the Commission approved STIP allocation priorities and Commission staff will only recommend projects for allocation when consistent these allocation priorities.

Attachment

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
4.7a. State Administered On the State Highway System Projects				
1 $175,000 Town of Mammoth Lakes MCLTC Mono 09-Mno-203 4.7/4.8 ***JANUARY-2016***	West Minaret Road Sidewalk & Safety Project. In Mammoth Lakes, from 0.1 mile north of Minaret Road to Minaret Road. Construct curb gutter and sidewalk, street lights, minor drainage, and other incidental improvements. (CEQA - CE, 11/30/2015.) Outcome/Output: PS&E - Complete Project Report and Environmental Document; Right of Way - Aquire 2 Parcels.	09-2601 RIP/15-16 PS&E $50,000 R/W $125,000 0915000009 4PSEL 36530	2006-07 801-3093 SHA 801-3093 SHA 20.20.075.600	$50,000 $125,000
4.7c. Locally Adminstered Off the State Highway System Projects				
1 $61,000 City of Alturas MCTC 02-Modoc ***JANUARY-2016***	Oak and Juniper Street Rehabilitation. In the City of Alturas on Oak Street from SR 299 to 19th Street, and on Juniper Street from SR 299 to 19th Street. (CEQA - NOE, 11/19/2015.) Outcome/Output: Rehabilitate 0.5 mile of road for each of the two locations, improving transportation for this area of Alturas and reducing maintenance costs for the City and for vehicle owners that utilize these routes.	02-2535 RIP/15-16 PS&E $61,000 0216000001 RIP/15-16 PS&E $61,000	2006-07 601-3093 TDIF 20.30.600.621	$61,000
2 $47,000 City of Yreka SCLTC 02-Siskiyou ***JANUARY-2016***	Oregon Street Rehabilitation. In Yreka on Oregon Street from Miner Street to north end. Rehabilitate approximately 3,750 Linear Feet of roadway. (CEQA - NOE, 11/4/2015.) Outcome/Output: The rehabilitation of approximately 3,750 Linear Feet of the pavement surface to extend the useful life of the facility for 10-15 years before costly and difficult full reconstruction of the roadway is required.	02-2518 RIP/15-16 PS&E $47,000 0216000023 RIP/15-16 PS&E $47,000	2006-07 601-3093 TDIF 20.30.600.621	$47,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
3 $13,822,000 City of Fairfield MTC 04-Solano ***DECEMBER-2015***	Jepson Parkway. This project will reconstruct and widen Vanden Road, from Peabody to Leisure Town Road and Leisure Town Road from Vanden Road to Elmira Road to a four lane divided roadway with a raised median and construct a class I bikeway/pedestrian path on the west side of the roadway. (CONST savings of $5,554,000 to be returned to Solano County regional shares.) (CEQA - EIR, 03/11/2009.) (NEPA - EIS, 05/12/2011: Revalidated 10/08/2015.) (Future Consideration of Funding approved under Resolution E-09-28; April 2009.) Right of Way Certification: 11/10/2015 Outcome/Output: This project will relieve congestion on I-80 and SR 12	04-5301T RIP/15-16 CONST ~~$19,376,000~~ **$13,822,000** 0416000072 RIP/15-16 CONST ~~$19,376,000~~ **$13,822,000**	2015-16 101-0890 FTF 20.30.600.620	$13,822,000
4 $19,377,000 City of Vacaville MTC 04-Solano ***DECEMBER-2015***	Jepson Parkway. Reconstruct and widen Leisure Town Road, from Vanden to Commerce to a four lane divided roadway with a raised median and construct a class I bikeway/pedestrian path on the west side of the roadway. (CEQA - EIR, 03/11/2009.) (NEPA - EIS, 05/12/2011; Revalidated 10/08/2015.) (Future Consideration of Funding approved under Resolution E-09-28; April 2009) Right of Way Certification: 10/15/2015 Outcome/Output: This project will relieve congestion on I-80/SR 12 in northern Solano County	04-5301U RIP/15-16 CONST $19,377,000 0415000258 RIP/15-16 CONST $19,377,000	2014-15 101-0890 FTF 20.30.600.620	$19,377,000

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Tab 25

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.1b.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **STIP AMENDMENT 14S-34**

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission approve the requested program amendment at the next scheduled Commission meeting following the notice period.

ISSUE:

The City of Calexico proposes to program $4,500,000 of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)-Border Infrastructure Program (BIP) funds for construction on the Cesar Chavez Boulevard Widening and Improvement – 2nd Street to Route 98 project (PPNO 0606) in Imperial County. The Imperial County Transportation Commission concurs with this proposal.

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. Since the enactment of SAFETEA-LU, California has received a total apportionment of $188 million in BIP funding. To date, approximately $181.9 million has been committed to eligible border region projects, leaving a balance of approximately $6.1 million for future obligation.

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,
- Operational improvements, including those related to electronic data interchange and use of telecommunications,
- Modifications to regulatory procedures,
- International coordination of transportation planning, programming, and border operations with Canada and Mexico.

BACKGROUND:

The City of Calexico is proposing to program $4,500,000 in BIP funding for the Cesar Chavez Boulevard widening project. The project will also provide pedestrian access improvements to comply with the Americans with Disabilities Act. Cesar Chavez Boulevard will serve as the primary access to the Calexico West International Land Port of Entry (POE) to Mexicali, Mexico, which is expected to be open to traffic in late 2017 or early 2018.

The proposed funding plan for the widening project is as follows:

ADD Cesar Chavez Boulevard Widening and Improvement – 2nd Street to Route 98 project (PPNO 0606):

Implementing Agency: (by component)	**PA&ED**	City of Calexico			**PS&E**	City of Calexico	
	R/W	City of Calexico			**CON**	City of Calexico	
RTPA/CTC:	Imperial County Transportation Commission						
Project Title:	Cesar Chavez Boulevard Widening and Improvement – 2nd Street to State Route 98						
Location	On Cesar Chavez Boulevard - 2nd Street to State Route 98.						
Description:	Widening and Pedestrian 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
Local Funds													
Existing	0	0	0		0			0	0	0			
Change	1,926	191	350		1,385			350	1,385	191			
Proposed	**1,926**	**191**	**350**		**1,385**			**350**	**1,385**	**191**			
Federal Discretionary (Border Infrastructure Program)													
Existing	0				0				0				
Change	4,500				4,500				4,500				
Proposed	**4,500**				**4,500**				**4,500**				
FFY 2009 Omnibus Approp.													
Existing	0	0	0		0			0	0	0			
Change	2,850	150	1,700		1,000			1,700	1,000	150			
Proposed	**2,850**	**150**	**1,700**		**1,000**			**1,700**	**1,000**	**150**			
Total													
Existing	0	0	0		0			0	0	0			
Change	9,276	341	2,050		6,885			2,050	6,885	341			
Proposed	**9,276**	**341**	**2,050**		**6,885**			**2,050**	**6,885**	**341**			

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Tab 26

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

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 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:

- $24,215,000 for 19 emergency construction projects, pursuant to the authority granted under Resolution G-11 *(2.5f.(1))*.
- $7,267,000 for four SHOPP Safety Lump Sum projects Sub-Allocations *(2.5f.(3))*.
- $2,924,000 for three State Highway Operation and Protection Program (SHOPP) Minor A projects, pursuant to the authority granted under Resolution G-05-05 *(2.5f.(4))*.

As of January 28, 2016, the Department has allocated or sub-allocated the following for Fiscal Year 2015-16:

- $205,473,000 for 117 emergency construction projects.
- $48,855,000 for 22 SHOPP Safety Lump Sum projects.
- $9,419,000 for 10 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, as amended by Resolution G-06-13, delegating to the Department authority under lump sum FM-15-03, 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 2015 meeting, the funding and project listing for the FY 2015-16 Lump Sum Minor Construction Program was approved by the Commission under Resolution FM-14-05.

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.(1)	**Informational Report - Emergency G-11 Allocations**			
1 $2,000,000 Del Norte 01-DN-101 21.2	Near Crescent City, at 0.2 mile north of Cushing Creek Viaduct. On December 24, 2015 large cracks were observed within the traveled way. The roadway condition has quickly deteriorated with complete failure of an existing soldier pile retaining wall and loss of the southbound lane. Without immediate action, a complete loss of the route is likely. This project will install sheet piles to shore, stabilize and salvage what remains of the route. Borings for soil data will be obtained to characterize the landslide and aid in the selection of a permanent repair. Work also includes traffic control, surface and sub-surface drainage repairs and modifications, and placement of erosion control measures. (Construction Support: $500,000) Initial G-11 Allocation 02/01/16: $2,000,000 (Additional $20,000 was allocated for right of way purposes).	01-1119 SHOPP/15-16 0116000117 4 0G030 Emergency	2014-15 302-0042 SHA 20.20.201.130	$2,000,000
2 $600,000 Humboldt 01-Hum-36 32.2/32.3	Near Bridgeville, at 1.3 miles west of Larabee Valley Road. Following a series of large rain events, on December 18, 2015 Department staff investigated a report of embankment failure and a nearby separated culvert. Newly placed fill on the roadway embankment is sloughing and eroding, causing sediment to impact adjacent property and undermining roadway stability. Also, the nearby down-drain culvert has disconnected at a joint causing erosion on the slope. Slope movement caused the separation, now made worse by the escaping culvert water. Immediate repairs are necessary given further forecasted storms. This project will stabilize one embankment with rock slope protection (RSP), reconstruct the embankment at the second location, repair the down-drain system, and provide erosion control measures. (Construction Support: $200,000) Initial G-11 Allocation 01/06/16: $600,000 (Additional $10,000 was allocated for right of way purposes).	01-2446 SHOPP/15-16 0116000104 4 0F940 Emergency	2014-15 302-0042 SHA 20.20.201.130	$600,000
3 $850,000 Mendocino 01-Men-1 0.0/R55.0	From Sonoma County Line to Caspar. The Governor issued a emergency proclamation on October 30, 2015 in response to drought induced tree die-off throughout the State. Widespread tree mortality has been attributed to the lack of precipitation and associated tree infestations and disease. Maintenance crews are unable to keep up with the elevated tree mortality with resources available. In this stretch of Route 1, approximately 400 trees have been identified by the landscape specialist/arborist as requiring removal. Identified trees have been classified as dead or having major structural deficiencies that are predisposed to failure. Tree failure within the state highway right of way are a threat to traffic, highway appurtenances and adjacent properties. This project will remove the identified trees. (Construction Support: $500,000) Initial G-11 Allocation 01/13/16: $850,000 (Additional $100,000 was allocated for right of way purposes).	01-4637 SHOPP/15-16 0116000106 4 0F950 Emergency	2014-15 302-0042 SHA 20.20.201.130	$850,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
4 $750,000 Mendocino 01-Men-271 18.4/20.3	Near Leggett, at Mc Coy Creek Sidehill Viaduct (No. 10-0100) and at 2.3 miles south of South Fork Eel River Bridge. On December 21, 2015 Maintenance staff observed excessive seepage and accelerated erosion under the sidehill viaduct, resulting in voids extending below the middle of the viaduct and up to the deck surface. Significant erosion has exposed portions of the foundation piles, and cracks in the roadway surface beyond the viaduct are visible. In addition, a nearby slipout occurred below the southbound lane. The void area extends under the lane and threatens the northbound section of roadway resulting in complete road closure. The slipout is a result of recent heavy rain and poor condition of a culvert. This project will repair eroded slopes, failed drainage systems, and roadway surfaces at both locations. In addition, exposed piles at the viaduct will be repaired and further drainage improvements made at the site. (Construction Support: $250,000) Initial G-11 Allocation 01/28/16: $750,000 (Additional $20,000 was allocated for right of way purposes).	01-4638 SHOPP/15-16 0116000116 4 0G020 Emergency	2014-15 302-0042 SHA 20.20.201.130	$750,000
5 $500,000 Plumas 02-Plu-70 11.3	Near Belden, at 2.3 miles west of Chipps Creek Bridge. On January 2 and 3, 2016 rock slides fell across the roadway covering both sides and were cleared separately by Maintenance forces. Further small slides occurred on each of January 5th and 6th requiring clearing. Subsequent geotechnical staff investigations reveal further areas of potential slides. To reduce further threats and closures, work includes removal of loose rocks from the slope by scaling, airbags, or blasting and then clearing and disposal. Further unstable rocks are to then be stabilized by mechanical means. (Construction Support: $250,000) Initial G-11 Allocation 01/19/16: $500,000 (Additional $5,000 was allocated for right of way purposes).	02-3651 SHOPP/15-16 0216000076 4 2H440 Emergency	2014-15 302-0042 SHA 20.20.201.130	$500,000
6 $600,000 Siskiyou 02-Sis-96 26.7	Near Happy Camp, at 1.1 miles east of Beck Ranch Road. On December 31, 2015 a landslide across both lanes of travel resulted in complete roadway closure. The slide continued to increase in size as the cleanup effort progressed. This work will include complete removal of the slide so that the roadway can be re-opened to traffic. (Construction Support: $200,000) Initial G-11 Allocation 01/13/16: $600,000	02-3650 SHOPP/15-16 0216000073 4 2H300 Emergency	2014-15 302-0042 SHA 20.20.201.130	$600,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
7 $3,450,000 Trinity 02-Tri-299 12.3/12.9	Near Burnt Ranch, from 1.4 miles to 0.9 mile west of Mill Creek Road. Within the limits of an ongoing construction project, heavy rains beginning mid-December have saturated the foundation soil under a newly constructed embankment. The saturated foundation soil slipped out, carrying the newly constructed embankment down the slope towards the Trinity River. The uncontrolled drainage and mudslide is over topping containment basins and perimeter controls 500 feet below the roadway. Cracks and settlement are visible directly adjacent to the roadway. Continued heavy rain events are worsening the conditions and creating an imminent threat of failure to the roadway and to river water quality. This project will stabilized the roadway by removing saturated material, reestablishing the sediment basin at the toe of the slip-out, modifying drainage, installing extensive erosion measures, and monitoring the site. (Construction Support: $1,000,000) Initial G-11 Allocation 01/27/16: $3,450,000 (Additional $50,000 was allocated for right of way purposes).	02-3652 SHOPP/15-16 0216000077 4 2H450 Emergency	2014-15 302-0042 SHA 20.20.201.130	$3,450,000
8 $975,000 Trinity 02-Tri-299 23.3	Near Del Loma, at Big French Creek Road. A series of rock slides continue to occur at this location since January 16, 2016. Geotechnical investigations determined that the slope is likely to continue to shed rocks and soil. A future year project is in the planning phase to construct a permanent rock drapery system. The highway is now fully open, but with a continued threat of slides during rain events. This project will provide slope monitoring during rain events, traffic control, lighting of the site, rock scaling as required, and rock and soil removal as necessary to keep the route clear the remainder of the winter months. (Construction Support: $300,000) Initial G-11 Allocation 02/01/16: $975,000 (Additional $5,000 was allocated for right of way purposes).	02-3654 SHOPP/15-16 0216000092 4 2H090 Emergency	2014-15 302-0042 SHA 20.20.201.130	$975,000
9 $1,200,000 Sacramento 03-Sac-5 Var.	In Sacramento County on Routes 5 and 99 and in Yolo County on Routes 50 and 80 at various locations. As a result of heavy storm events in December 2015 and January 2016, there are numerous concrete pavement slabs that have broken and are moving under traffic due to water saturation. Many locations exhibit destabilized, settled, and broken slabs resulting in loose debris and large potholes. State Maintenance forces have been performing emergency repairs; however, the rate of deterioration is faster than temporary repairs can be made. The project will remove and replace approximately 110 failed slabs with rapid strength concrete. Future year construction projects are planned for permanent pavement rehabilitation. (Construction Support: $160,000) Initial G-11 Allocation 01/19/16: $1,200,000	03-5861 SHOPP/15-16 0316000149 4 1H420 Emergency	2014-15 302-0042 SHA 20.20.201.130	$1,200,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
10 $900,000 Sacramento 03-Sac-99 20.2	Near the city of Sacramento, at Turnbridge Drive Pedestrian Overcrossing (POC) No. 24-0169. On November 2, 2015 the POC was closed to public use after a tree branch fell and collapsed approximately 140 feet of fence railing. A follow-up inspection identified the need to also replace the remaining fencing due to corrosion of the fence posts. Additional time was required to develop the appropriate repairs. A 1962 Maintenance Agreement with the County of Sacramento identifies that the County will maintain the POC. The County is in disagreement with responsibility of repairs and the Department is pursuing abatement for cost. (Construction Support: $80,000) Initial G-11 Allocation 01/29/16: $900,000	03-6929 SHOPP/15-16 0316000161 4 1H450 Emergency	2014-15 302-0042 SHA 20.20.201.130	$900,000
11 $600,000 San Mateo 04-SM-1 R47.2	In Daly City, at Clarinada Avenue. Ongoing storms have caused a washout contributed by a leaking culvert and a separated downdrain pipe. If allowed to continue unabated, undermining will expand and lead to lane loss and ramp closure. Work includes installing rock slope protection (RSP), repairing the drainage system, and reconstructing pavement. (Construction Support: $150,000) Initial G-11 Allocation 01/22/16: $600,000	04-1497G SHOPP/15-16 0416000252 4 1K490 Emergency	2014-15 302-0042 SHA 20.20.201.130	$600,000
12 $500,000 Santa Barbara 05-SB-101 R15.0/R15.2	In Santa Barbara, from 0.2 to 0.4 mile north of Carrillo Street. On January 21, 2016 a city waterline break caused a sinkhole under the median and northbound inside lane. Pavement is damaged in two adjacent lanes and erosion occurred at the outside shoulders. State maintenance forces repaved a portion of the affected lanes and applied slurry backfill to the sinkhole. There is a dip in the inside northbound lane with unknown damage under the remaining lanes. This project will excavate the inside northbound lane to determine the extent of damage and proceed with rebuilding the structural section. Abatement amount in seeking reimbursement from the City is being determined as the damage extent is learned. (Construction Support: $75,000) Initial G-11 Allocation 01/29/16: $500,000	05-2643 SHOPP/15-16 0516000034 4 1H180 Emergency	2014-15 302-0042 SHA 20.20.201.130	$500,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
13 $1,500,000 San Benito 05-SBt-25 18.8/19.5	Near Pinnacles, from 2.7 to 2.0 miles south of Route 146. With January 2016 winter storms, the cut slope conditions on both sides of the traveled way have resulted in rock fall that is overwhelming the catchment area and falling on to the shoulder and traveled way. Temporary concrete k-rail was placed and traffic is restricted to one-way control. Slopes continue to collapse as material is cleared from the roadway. This project will continue to clear rock and debris, provide traffic control, and construct a temporary detour around the site until a permanent restoration project can be developed. (Construction Support: $300,000) Initial G-11 Allocation 01/29/16: $1,500,000 (Additional $10,000 was allocated for right of way purposes).	05-2642 SHOPP/15-16 0516000033 4 1H170 Emergency	2014-15 302-0042 SHA 20.20.201.130	$1,500,000
14 $2,000,000 Kern 06-Ker-5 82.9/85.8	Near Kettleman City, from 9.9 miles north of Route 46 to 7.6 miles south of Route 41 (also in Kings County on Route 5 from PM 0.0 to 9.0). As a result of heavy storm events in January 2016, numerous slabs have broken and are moving under traffic due to water saturation of base and subbase materials. The unstable slabs are creating loose debris and large potholes. State Maintenance crews have been performing emergency work to stabilize the slabs, but the pavement is deteriorating faster than repairs can be made. If conditions worsen, there is a threat of lane closures due to lack of driveability. The project will replace only the worst slabs with asphalt pavement. Future year projects are proposed for permanent rehabilitation. (Construction Support: $125,000) Initial G-11 Allocation 01/26/16: $2,000,000	06-6786 SHOPP/15-16 0616000121 4 0V040 Emergency	2014-15 302-0042 SHA 20.20.201.130	$2,000,000
15 $1,000,000 Kern 06-Ker-99 7.3	Near Bakersfield, at Sandrini Road Overcrossing No. 50-0221. On September 5, 2015 an unsecured backhoe bucket being towed on a truck trailer struck the underside of the overcrossing. The high-load hit damaged all five pre-cast girders at mid-span causing concrete spalls and cracks. The outer girder damage required a partial lane closure on the roadway above. This girder requires complete replacement and the remaining girders require patching of spalls and cracks. This project will restore the structural capacity. Abatement is being sought from responsible parties. (Construction Support: $100,000) Initial G-11 Allocation 12/17/15: $1,000,000	06-6782 SHOPP/15-16 0616000107 4 0V030 Emergency	2014-15 302-0042 SHA 20.20.201.130	$1,000,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
16 $2,000,000 Los Angeles 07-LA-39 28.0/31.0	Near Azusa, in the Angeles National Forest. In August 2015 the Cabin Fire burned over 1,700 acres in the vicinity of the route. A series of January 2016 storms resulted in mud and debris flows in the burn area, which blocked drainage systems and caused support slope washouts at three locations. This portion of the route is open to public traffic and provides important access for emergency vehicles. This project will repair the washed out slopes, restore the drainage systems and remain active during the current storm season to address the threat of additional slope failures. (Construction Support: $400,000) Initial G-11 Allocation 01/29/16: $2,000,000 (Additional $100,000 was allocated for right of way purposes).	07-4954 SHOPP/15-16 0716000239 4 4X810 Emergency	2014-15 302-0042 SHA 20.20.201.130	$2,000,000
17 $2,500,000 Ventura 07-Ven-101 32.2/R34.8	Near the city of Ventura, from 0.7 mile north of West Main Street to 0.1 mile north of Dulah Road Undercrossing; also on Route 1 from PM 21.5 to 23.3. On December 25, 2015 the Solimar wildfire closed Routes 1 and 101 and eventually burned 1,300 acres. Fire damage included burned guardrail and damaged roadway signs, culverts, drainage systems, and fencing. The project will repair fire damage by replacing these systems where necessary, clearing ditches, stabilizing slopes, and deploying storm water measures to protect the highways and bike path from post-fire debris flow. (Construction Support: $500,000) Initial G-11 Allocation 01/13/16: $2,500,000 (Additional $25,000 was allocated for right of way purposes).	07-4953 SHOPP/15-16 0716000230 4 4X800 Emergency	2014-15 302-0042 SHA 20.20.201.130	$2,500,000
18 $2,050,000 San Bernardino 08-SBd-40 R129.8	Near Needles, at Arbol Ditch Bridge No. 54-0204L/R. During a recent field review, Department staff discovered severe scour damage to the ditch channel. Both directional bridges are founded on spread footings that could be undermined under continued erosion conditions. This project will replace and/or stabilize the damaged rock slope protection (RSP) on the channel banks to arrest erosion and protect bridge supports. (Construction Support: $200,000) Initial G-11 Allocation 02/02/16: $2,050,000 (Additional $50,000 was allocated for right of way purposes).	08-3005F SHOPP/15-16 0816000103 4 1G940 Emergency	2014-15 302-0042 SHA 20.20.201.130	$2,050,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.(1)	**Informational Report - Emergency G-11 Allocations**			
19 $240,000 Orange 12-Ora-5 43.6	In Buena Park, at the Beach Boulevard Pump Plant. A pumping plant inspection in May 2015 found that the existing pumps are operating at about half the design flow, which is insufficient for anticipated winter storm events. Pump failure will cause complete closure of the route. The project replaces the defective pumps. This supplemental is necessary because the new pump order will take several additional months for delivery. The supplemental scope of work is to remove and re-build the two existing pumps to increase reliability and rental of a third stand-by pump for use during heavy rain events, until the new pump units arrive and are installed. (Construction Support: $120,000) Initial G-11 Allocation 08/04/15: $460,000 Supplemental G-11 Allocation 01/29/16: $240,000 Revised Allocation: $700,000	12-2863C SHOPP/15-16 1216000009 4 0P740 Emergency	2014-15 302-0042 SHA 20.20.201.130	$240,000

2.5 Highway Financial Matters

Project # / Allocation 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 Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
1 $1,610,000 Yolo 03-Yol-16 23.2/23.5	Near Capay, from 0.3 mile west of County Road 82B to County Road 82B. Outcome/Output: Increase curve radius, widen shoulders, install rumble strips, flatten vertical curve, and modify drainage systems to improve safety and reduce the number and severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED / $8,857,000 / $8,925,984 PS&E / $5,606,000 / $5,363,199 R/W Supp / $3,114,000 / $3,239,947 (Construction Support: $1,240,000) (CEQA - ND, 6/18/2015.) (NEPA - CE, 6/30/2015.) (Future Consideration of Funding approved under Resolution E-15-43; August 2015.) Allocation Date: 01/29/16	03-8655 SHOPP/15-16 $1,491,000 0314000271 4 0C471	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010	$32,000 $1,578,000
2 $904,000 Monterey 05-Mon-156 R0.1/R1.6	In and near Castroville, from Route 1 to Castroville Overhead. Outcome/Output: Install approximately 1.5 miles of high tension cable median barrier and construct inside shoulder rumble strips to reduce the number and severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED / $0 / $0 PS&E / $840,000 / $411,572 R/W Supp / $34,000 / $4,870 (Construction Support: $640,000) (CEQA - CE, 6/18/2014.) (NEPA - CE, 2/18/2015.) Allocation Date: 01/27/16	05-2550 SHOPP/15-16 $900,000 0514000048 4 1F730	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010	$18,000 $886,000
3 $1,721,000 Kern 06-Ker-5 36.1/41.2	Near Bakersfield, from Buena Vista Canal Road to Route 43. Outcome/Output: Install 4-Rope High Tension Cable Barrier to reduce the number and severity of cross median collisions. Preliminary Engineering / Programmed / Expended PA&ED / $210,000 / $48,122 PS&E / $490,000 / $245,767 R/W Supp / $20,000 / $0 (Construction Support: $510,000) (CEQA - CE, 12/17/2014.) (NEPA - CE, 12/17/2014.) Allocation Date: 01/28/16	06-6714 SHOPP/15-16 $1,800,000 0614000207 4 0S650	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010	$34,000 $1,687,000

2.5 Highway Financial Matters

Project # / Allocation 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 Code	Amount by Fund Type
2.5f.(3)	**Informational Report - SHOPP Safety Resolution G-03-10 Delegated Allocations**			
4 $3,032,000 Orange 12-Ora-5 VAR	In the cities of Laguna Hills, Lake Forest, Irvine, Costa Mesa, Tustin and Orange, on Routes 5, 55, and 73 at various locations. Outcome/Output: Place Open Graded Friction Course and High Friction Surface Treatment, grove existing Portland Cement Concrete pavement and place Polyester Concrete overlay on bridge decks to reduce the number and severity of collisions during wet conditions. Preliminary Engineering / Programmed / Expended PA&ED / $0 / $0 PS&E / $1,185,000 / $1,080,854 R/W Supp / $15,000 / $0 (Construction Support: $1,215,000) (CEQA - CE, 3/14/2014.) (NEPA - CE, 3/14/2014.) Allocation Date: 02/03/16	12-2530E SHOPP/15-16 $3,000,000 1213000098 4 0N070	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010	$61,000 $2,971,000

2.5 Highway Financial Matters

#	Dist	County	Route	Postmile	Location/Description	EA	Program Code	Original Est. FM-09-05	Allocations
2.5f.(4)	**Informational Report - Minor Construction Program - Resolution G-05-05 Delegated Allocations**								
1	02	Sha	Var	Var	Install fiber hub and activate fiber optic communication system along I-5 and SR 44.	4G840	201.315	$1,000,000	$1,000,000
2	09	Iny	395	75.1	Reclaim the Independence Material Site (MS) #118 at Independence at Fort Road Intersection.	33340	201.240	$1,000,000	$994,000
3	12	Ora	405	3.7/3.9	Widen the existing on-ramp to increase the storage capacity on southbound Route 405 at University Drive.	0P250	201.310	$992,000	$930,000

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: March 16-17, 2016

Reference No.: 3.2a.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, 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) 2014-15 and FY 2015-16.

In FY 2014-15, the Commission voted 372 state-administered State Transportation Improvement Program, State Highway Operation and Protection Program, and Proposition 1B projects on the State Highway System. As of February 25, 2016, 362 projects totaling $1.63 billion have been awarded. Funds for four projects have either lapsed or been rescinded.

In FY 2015-16, the Commission voted 285 state-administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of February 25, 2016, 220 projects totaling $1.03 billion have been awarded. There is no funds lapsed or rescinded project.

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 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	83	2	$519,640	1	43	71
October 2014	15	$71,486	15	0	$64,975	0	9	12
December 2014	31	$123,108	30	1	$115,803	0	20	27
January 2015	29	$150,078	29	0	$137,903	0	18	26
March 2015	83	$216,906	83	0	$217,168	0	67	78
May 2015	64	$184,758	61	1	$176,113	2	48	60
June 2015	64	$491,180	61	0	$399,058	3	40	59
TOTAL	372	$1,799,952	362	4	$1,630,660	6	245	333

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.

FY 2015-16 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 2015	150	$1,027,887	118	0	$774,364	32	48	96
October 2015	60	$222,281	56	0	$173,822	4	53	56
December 2015	40	$150,874	33	0	$66,848	7	33	33
January 2016	35	$128,856	13	0	$17,933	22	13	13
TOTAL	285	$1,529,898	220	0	$1,032,967	65	147	198

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 2014-15 Project Allocation Status

Dist-PPNO	EA	Co-Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
04-0143A	1SS02	Ala-13	In Oakland, at 0.1 mile north of Morgan Avenue. Install retaining wall.	20-Aug-14	31-Aug-16	$4,179	Bids opened on 2/9/16. A time extension for this project was approved on 03/25/15.
06-6690	0R020	Ker-58	In Bakersfield, west of the southern junction of Routes 58/99. Add high friction surface treatment and install guardrail.	20-Feb-15	31-Aug-16	$284	Project was advertised on 12/16/15. Bid opening date 3/17/16. A time extension for this project was approved on 10/21/15.
04-0076A	2A331	Ala-84	In Fremont, from Rosewarnes Underpass to Route 680. Construct minor safety improvements.	7-Apr-15	31-Jul-16	$1,752	A time extension for this project was approved on 10/21/15.
04-0355A	4A000	Mrn-101	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. Replace bridge raillings and rehabilitate deck.	25-Jun-15	30-Jun-16	$1,750	Project was advertised on 09/21/15. Bids opened on 01/05/16. A time extension for this project was approved on 1/20/16.
07-4841	31320	LA-5	In La Mirada and Santa Fe Springs, from Artesia Boulevard to Coyote Creek Overcrossing. Replace asphalt with concrete pavement; replace median barriers, signs, lighting, and ramp meters; and improve drainage.	25-Jun-15	31-May-16	$26,000	A time extension for this project was approved on 12/9/15.
12-4095H	0M340	Ora-73	In Laguna Beach, at Northbound collector/distributor from El Toro Road on-ramp to Laguna Canyon Road (Route 133) off-ramp. Widen ramp terminal and modify signals.	19-Jun-15	31-Mar-16	$1,994	Project was advertised on 10/19/15. A time extension for this project was approved on 12/9/15.

FY 2015-16 Project Allocation Status

Dist-PPNO	EA	Co-Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
08-0191K	0Q230	SBd-18	Near Victorville, at Sheep Creek Road. Install traffic signals and make Americans with Disabilities Act improvements.	14-Jul-15	31-May-16	$871	Project was advertised on 12/21/15. Bids opened on 1/20/16. A time extension for this project was approved on 1/20/16.
01-1082	0B320	DN-199	Near Patrick Creek, at 2.6 miles north of Patrick Creek Road. Construct soldier pile wall.	27-Aug-15	29-Feb-16	$2,000	Project was advertised on 9/28/15. Bids opened on 11/10/15. A concurrent time extension is being requested.
03-5067	1F400	Pla-80	Near Colfax, from east of Long Ravine Underpass to 0.4 mile east of Magra Road. Construct truck climbing lane and shoulders. (Additional Contribution: $1,238,000 from Interstate Maintenance Discretionary (IMD) funding.)	27-Aug-15	29-Feb-16	$42,362	Project was advertised on 9/28/15. Bids opened on 11/18/15. A concurrent time extension is being requested.
04-0488H	1J320	Son-116	Near Guernville, 1.1 miles east of Mays Canyon Road. Repair embankment.	27-Aug-15	29-Feb-16	$1,714	Project advertised on 9/21/15. Bids opened 10/29/15. A concurrent time extension is being requested.
04-0488P	1J630	SCl-101	In and near Morgan Hill and San Jose, from East dunne Avenue to 0.9 mile norrth of Silicon Valley Boulevard. Pavement rehabilitation.	27-Aug-15	29-Feb-16	$26,146	Project was advertised on 10/19/15. Bids opened on 1/12/16. A concurrent time extension is being requested.
04-0277F	2G452	CC-680	Near Martinez, from East Martinez Underpass to 0.2 mile south of Marina Vista Avenue at various locations. Upgrade metal beam guardrailing transitions to bridges and walls at 7 locations to meet current standards.	27-Aug-15	29-Feb-16	$354	Project was advertised on 1/11/16. Bids opened on 2/3/16. A concurrent time extension is being requested.
04-1480S	2J070	Ala-880	In and near Fremont, Union City, Hayward, San Leandro and Oakland, from 0.4 mile south of Fremont Boulevard to 0.3 mile south of High Street. Install median concrete barriers. (Addtitonal contribution: $20,285,000 from MTC/BATA)	27-Aug-15	29-Feb-16	$35,840	Project was advertised on 9/28/15. Bids opened on 12/3/15. A concurrent time extension is being requested.

Dist-PPNO	EA	Co-Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
04-0133T	4H222	Ala-580	In Oakland, from Fruitvale Avenue to Hollis Street; also on Route 24 at Westbound off-ramp to Market Street (PM R2.1). Rehabilitate pavement/curb ramps.	27-Aug-15	29-Feb-16	$2,808	DBE goal met. Supplemental vote was denied in January CTC meeting. A concurrent time extension is being requested.
07-3917	26040	LA-39	In Angeles National Forest, on San Gabriel Canyon Road at Bridge No. 53-2245. Replace bridge.	27-Aug-15	29-Feb-16	$7,563	A concurrent time extension is being requested.
07-4157	2750U	Ven-33	In and near the city of Ventura, from Route 101 to Casitas Vista Road; also in Thousand Oaks and Camarillo on Route 101, from north of S. Westlake Boulevard to north of Arneill Road (PM 1.2/14.1) at various locations. Storm water mitigation through erosion control.	27-Aug-15	29-Feb-16	$7,868	Project was advertised on 10/5/15. Bids opened on 12/2/15. A concurrent time extension is being requested.
07-4293	28270	LA-101	In the city of Los Angeles, from East 7th Street to 0.1 mile west of Ventura Boulevard Overcrossing at various locations. Install metal beam guardrail.	27-Aug-15	29-Feb-16	$10,631	A concurrent time extension is being requested.
07-4486	29000	LA-405	In various cities, from Main Street to Route 105 at various locations. Install concrete barrier and metal beam guardrail.	27-Aug-15	29-Feb-16	$12,899	Project was advertised on 10/26/15. Bids opened on 12/17/15. A concurrent time extension is being requested.
07-4497	29070	LA-47	In the city of Los Angeles, at Vincent Thomas Bridge No. 53-1471. Repair failing seismic and structural elements.	27-Aug-15	29-Feb-16	$10,650	Bids opened 11/18/15. A concurrent time extension is being requested.
07-4584	29460	LA-101	In the city of Los Angeles, from East 7th Street to North Figueroa Street. Improve safety for highway workers.	27-Aug-15	29-Feb-16	$1,588	A concurrent time extension is being requested.
07-4678	30060	LA-405	In and near the cities of Inglewood, Culver City, and Los Angeles, from 0.2 mile north of El Segundo Boulevard to Venice Boulevard (Route 187). Rehabilitate pavement.	27-Aug-15	29-Feb-16	$14,130	Project was advertised on 12/21/15. Bids opened on 2/3/16. A concurrent time extension is being requested.

Dist-PPNO	EA	Co-Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
07-4679	30070	LA-5	In and near the city of Los Angeles, from Route 710 to Main Street. Rehabilitate pavement.	27-Aug-15	31-Aug-16	$16,149	A concurrent time extension is being requested.
07-4689	30260	LA-57	In Diamond Bar, Pomona, San Dimas and Glendora, from Route 60 to Route 210. Roadway rehabilitation.	27-Aug-15	31-Aug-16	$14,464	A concurrent time extension is being requested.
07-4656	3X021	Ven-150	Near Ojai, from Polly Road and Salt Marsh Road. Install retaining wall to prevent additional storm related slope failure.	27-Aug-15	29-Feb-16	$4,737	A concurrent time extension is being requested.
07-4383	4Y850	LA-103	In the City of Los Angeles, at Anaheim Street Overhead Bridge No 53-2627. Paint bridge.	27-Aug-15	29-Feb-16	$5,499	Project was advertised on 02/08/16. Bid opening date 03/03/16. A concurrent time extension is being requested.
08-0252Q	0G780	Riv-215	In and near the cities of Murrieta, Menifee, Perris, Riverside and Moreno Valley, from 0.5 mile south of Route 15 to 0.5 mile north of Route 60. Install traffic management system (TMS) elements.	27-Aug-15	29-Feb-16	$7,840	Project was advertised on 12/7/15. Bids opened on 1/21/16. A concurrent time extension is being requested.
08-0253F	0G900	SBd-247	In Landers, from Hadley Road to 0.1 mile north of Boone Avenue. Construct paved shoulders.	27-Aug-15	29-Feb-16	$11,083	Project was advertised on 12/07/15. Bids opened on 02/04/16. A concurrent time extension is being requested.
08-0187G	0J990	SBd-18	In Big Bear Lake, from Pine Knot Avenue to Stanfield cutoff. Replace and repair damaged sidewalks, curbs and gutters.	27-Aug-15	29-Feb-16	$3,296	Project advertised on 12/21/15. Bid opening date 02/10/16. A concurrent time extension is being requested.
08-0206T	0N550	SBd-40	Near Fenner from 0.7 mile west to 0.6 mile east of Watson Wash Bridge No. 54-0805L. Replace bridge.	27-Aug-15	29-Feb-16	$9,362	Project was advertised on 12/21/15. Bids opened on 02/09/16. A concurrent time extension is being requested.
08-0040M	1C091	Riv-60	In and near the cities of Riverside, Moreno Valley and Beaumont, from Route 215 to Gilman Springs Road; also west of Jack Rabbit Trail to Route 10 (PM 26.5 to 30.4). Rehabilitate pavement.	27-Aug-15	29-Feb-16	$20,923	Project was advertised on 12/07/15. Bids opened on 02/24/16. A concurrent time extension is being requested.

Dist-PPNO	EA	Co-Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
08-0111C	1C400	Riv-215	In and near the cities of Moreno Valley, Perris and Riverside, at various bridge locations. Repair bridge decks.	27-Aug-15	29-Feb-16	$1,298	Project was advertised on 12/21/15. Bid opening date 3/3/16. A concurrent time extension is being requested.
08-0014M	1E860	Riv-10	Near Desert Center, from 1.9 mile east of Cactus City Roadside Safety Rest Area to 0.4 mile east of Route 177. Rehabilitate pavement.	27-Aug-15	29-Feb-16	$87,579	Project was avertised on 12/14/15. Bids opened on 1/26/16. A concurrent time extension is being requested.
12-4928B	0H226	ORA-405	In and near Irvine and Costa Mesa, from Route 5 to Route 55. Upgrade existing communication cables with fiber optic cables, install new electronic equipment and upgrade CCTV system.	27-Aug-15	29-Feb-16	$3,515	Project was advertised on 10/26/15. Bids opened on 1/5/16. A concurrent time extension is being requested.
12-1984	0H234	Ora-5	In Irvine, south of Sand Canyon Avenue. Update software for Advanced Transportation Management System (ATMS).	27-Aug-15	29-Feb-16	$1,925	DPAC procurement project. Pending award.
12-2769D	0N220	Ora-5	In Irvine at the Traffic Management Center (TMC) at Sand Canyon Avenue. Upgrade the existing audio-visual (AV) system.	27-Aug-15	29-Feb-16	$3,100	Bids opened 12/16/15. All bids were rejected. The project will need to be re-advertised. A concurrent time extension is being requested.
12-2530G	0N780	Ora-5	In various cities on Routes 5, 73, 241 and 261 at various locations. Upgrade the existing analog closed circuit televisions to high-definition along freeway segments.	27-Aug-15	29-Feb-16	$3,815	Project was advertised on 10/26/15. Bids opened on 1/5/16. A concurrent time extension is being requested.
12-2864B	0N800	Ora-22	In Orange County on Routes 22, 57, and 405 at various locations. Install computer hardware at various hubs and controller cabinets to provide for Internet Protocol (IP) based ethernet communications with field elements.	27-Aug-15	29-Feb-16	$3,001	Project was advertised on 10/26/15. Bids opened 1/5/16. A concurrent time extension is being requested.
12-2200C	0N822	Ora-5	In Irvine, south of Sand Canyon Avenue. Bring arterial detection data into District Traffic Management Center.	27-Aug-15	29-Feb-16	$600	DPAC procurement project. Pending award.
08-0238R	1C910	SBd-95	Near Needles, from Route 40 to the Nevada state line. Install ground-in rumble strips.	14-Sep-15	31-Mar-16	$433	Project was advertised on 12/21/15. Bids opened on 2/3/16. Pending award.

Dist-PPNO	EA	Co-Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
11-1094	41470	SD-67	Near Poway, from Slaughter House Canyon Road to 1.9 miles north of Slaughter House Canyon Road. Drainage and paving improvements to reduce wet pavement incidents.	22-Oct-15	30-Apr-16	$3,219	Project was advertised on 12/14/15. Bids opened on 2/2/16. Pending award.
01-7013	0E280	Men-101	In Mendocino and Humboldt Counties at various locations. Install ground-in edge line and centerline rumble strips.	22-Oct-15	30-Apr-16	$981	Project was advertised on 11/16/15. Bids opened on 12/17/15. Pending award.
04-0482Q	0J350	Ala-880	In Fremont and Newark, at East Newark Underpass. Install rock slope protection (RSP).	22-Oct-15	30-Apr-16	$391	Project was advertised on 12/14/15. Bids opened on 1/20/16. Pending award.
08-0237P	0Q300	SBd-138	Near Hesperia, from 1.9 miles east of Route 15 to 0.1 mile west of Summit Post Office Road. Realign roadway.	22-Oct-15	30-Apr-16	$34,986	Project was advertised on 12/21/15. Bid opening is 3/3/16.

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Tab 28

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 3.2b.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE STIP PROJECTS, PER RESOLUTION G-13-07**

SUMMARY:

The California Department of Transportation (Department) is presenting this item for information purposes only. The item provides the status of locally-administered State Transportation Improvement Program (STIP) projects that received a construction allocation in Fiscal Years (FY) 2014-15 and 2015-16.

In FY 2014-15, the California Transportation Commission (Commission) allocated $38,382,000 to construct 33 locally-administrated STIP projects. As of February 11, 2016, 31 projects totaling $36,463,000 have been awarded. Two projects were approved for time extensions.

In FY 2015-16, the Commission allocated $11,732,000 to construct nine locally-administered STIP projects. As of February 11, 2016, two projects totaling $4,918,000 have been awarded.

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 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	3	0	0	1	1
November 2014	0	$0	0	0	0	0	0
December 2014	3	$2,762	3	0	0	0	3
January 2015	1	$465	1	0	0	0	1
March 2015	9	$8,474	8	0	1	3	7
May 2015	6	$6,897	6	0	0	3	6
June 2015	9	$10,955	8	0	1	3	8
TOTAL	33	$38,382	31	0	2	11	28

FY 2015-16 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 2015	5	$7,397	2	0	3	2	2
October 2015	3	$3,928	0	0	3	0	0
December 2015	0	$0	0	0	0	0	0
January 2016	1	$407	0	0	1	0	0
TOTAL	9	$11,732	2	0	7	2	2

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 San Jose	Park Avenue Multi – Modal Improvements	04-9035L	26-Mar-15	30-Sept-16	$1,456,000 (1)	The project will be awarded by the extended deadline.
Inyo County	Ed Powers Bike Lanes	09-2598	25-Jun-15	31-Mar-16	$463,000 (2)	The project will be awarded by the extended deadline.
City of Susanville	City Rehabilitation SC	02-2511	27-Aug-15	29-Feb-16	$963,000	The project will be awarded by the deadline.
City of Susanville	City Rehabilitation SC1	02-2512	27-Aug-15	29-Feb-16	$866,000	The project will be awarded by the deadline.
Inyo County	Eastern Sierra Scenic Byway Tourist Center in Dehy Park in Independence	09-2517C	27-Aug-15	29-Feb-16	$650,000	The project will be awarded by the deadline.
City of Dorris	Oregon Street Rehabilitation Project	02-2485	21-Oct-15	30-Apr-16	$225,000	The project will be awarded by the deadline.
City of Etna	Scott Street Rehabilitation Project	02-2486	21-Oct-15	30-Apr-16	$339,000	The project will be awarded by the deadline.
San Luis Obispo	Price Canyon Road Widening	05-2071	21-Oct-15	30-Apr-16	$3,364,000	The project will be awarded by the deadline.
Marin County	North Civic Center Drive Improvements	04-2128D	21-Jan-16	31-Jul-16	$407,000	The project will be awarded by the deadline.
Grand Total					**$8,733,000**	

(1) This extension deadline was approved in October 2015 (Waiver 15-42)
(2) This extension deadline was approved in January 2016 (Waiver 16-03)

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Tab 29

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

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-15-04**

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 Years (FY) 2014-15 and 2015-16.

In FY 2014-15, the California Transportation Commission (Commission) allocated $47,208,000 to construct 61 ATP projects. As of February 11, 2016, 59 projects totaling $45,713,000 have been awarded. Two projects were approved for time extensions.

In FY 2015-16, the Commission allocated $17,632,000 to construct 29 ATP projects. As of February 11, 2016, four projects totaling $2,432,000 have been awarded. One project has an approved time extension.

BACKGROUND:

Resolution G-15-04, adopted March 26, 2015, 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	1	0	0	0	0
January 2015	18	$11,340	18	0	0	10	17
March 2015	18	$23,361	18	0	0	8	15
May 2015	10	$5,819	10	0	0	7	10
June 2015	14	$6,288	12	0	2	5	12
Total	61	$47,208	59	0	2	30	54

FY 2015-16 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 2015	5	$4,635	2	0	3	2	2
October 2015	6	$2,758	2	0	4	2	2
December 2015	7	$2,314	0	0	7	0	0
January 2016	11	$7,925	0	0	11	0	0
Total	29	$17,632	4	0	25	4	4

Note: Includes all ATP Infrastructure and Non-Infrastructure projects

ATP 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 Huntington Park	Randolph Street Shared Use Bike/Trail Rails to Trails Project Study	07-4936	25-Jun-15	30-Jun-16	$400,000 (2)	The project will be awarded by the extended deadline.
Town of Apple Valley	Apple Valley Safe Routes to Schools	08-1172	25-Jun-15	31-May-16	$1,095,000 (1)	The project will be awarded by the extended deadline.
Los Angeles County Department of Public Health	Unincorporated Los Angeles County Pedestrian Plans and Program	07-4909	27-Aug-15	29-Feb-16	$1,445,000	The project will be awarded by the deadline.
City of Rialto	City of Rialto Safe Routes to School Program	08-1164	27-Aug-15	29-Feb-16	$1,450,000	The project will be awarded by the deadline.
City of Imperial Beach	Elm Avenue Traffic, Pedestrian and Cycling Safety and Mobility Improvement	11-1154	27-Aug-15	28-Feb-17	$483,000 (2)	The project will be awarded by the extended deadline.
City of Wasco	Clemens and Jefferson Schools Bike and Pedestrian Improvements	06-6774	21-Oct-15	30-Apr-16	$273,000	The project will be awarded by the deadline.
City of Wasco	Highway 43 Pedestrian Lighting	06-6776	21-Oct-15	30-Apr-16	$530,000	The project will be awarded by the deadline.
Los Angeles County Metropolitan Transportation Authority	Metro Blue Line First/Last Mile Plan	07-5020	21-Oct-15	30-Apr-16	$280,000	The project will be awarded by the deadline.
City of Irvine	City of Irvine – Citywide Bicycle, Pedestrian Motorist Safety Program	12-2170G	21-Oct-15	30-Apr-16	$500,000	The project will be awarded by the deadline.
Grand Total					**$6,456,000**	

(1) This extended deadline was approved in December 2015 (Waiver 15-46)
(2) This extended deadline was approved in January 2016 (Waiver 16-02)

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Tab 30

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 3.3
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 DECEMBER 31, 2015**

SUMMARY:

As of December 31, 2015, about $70 million, or 8 percent, of the $895 million allocated by the California Transportation Commission (Commission) for Federal Fiscal Year (FFY) 2016 has been sub-allocated to 130 local projects. The majority of the sub-allocations (approximately $58 million) are for 73 projects in the following three categories:

- Freeway Service Patrol – 14 projects, $25 million
- Regional Surface Transportation Program – 23 projects, $18 million
- Highway Safety Improvement Program – 36 projects, $15 million

The remaining $12 million was sub-allocated for 57 projects in other categories (as referenced with an asterisk on the attachment).

BACKGROUND:

The California Department of Transportation's (Department) Division of Local Assistance administers the local assistance subvention budget under delegated authority from the Commission. The Commission provides an annual lump sum allocation consistent with each fiscal year's Budget Act. The Commission further delegates to the Department the authority to adjust allocations between categories, and the Department reports to the Commission if transfers in or out of an expenditure category exceed 10 percent of its allocation, per Commission Resolution G-01-08.

Attachment

LOCAL ASSSISTANCE LUMP SUM ALLOCATIONS
Period Ending December 31, 2015
(Dollars in Thousands)

Reference No.: 3.3
March 16-17, 2016
Attachment

Fund Description	Commission Allocation			Total Sub-Allocations				Allocation Balance			Percent Sub- Allocated	Number of
	State	Federal	Total	State	Federal	Total		State	Federal	Total	Total	Total
Local Administered & Miscellaneous Programs												
Regional Surface Transportation Program (RSTP)[1]		237,454	237,454		17,533	17,533			219,921	219,921	7%	23
Surface Transportation Program State Match and Exchange	57,849		57,849	0		0	*	57,849		57,849	0%	0
Congestion Mitigation & Air Quality Program		229,754	229,754		7,572	7,572	*		222,182	222,182	3%	27
Freeway Service Patrol	25,479		25,479	25,439		25,439		40		40	100%	14
High Priority Projects/Demonstration Projects/Emergency Relief		128,938	128,938		885	885	*		128,053	128,053	1%	4
Miscellaneous	3,250		3,250	0		0	*	3,250	-	3,250	0%	6
Bridge Programs												
Bridge Inspection	735		735	0		0	*	735	0	735	0%	0
National Highway Performance Program (NHPP) & RSTP Bridge[2]		151,626	151,626		3,306	3,306	*		148,320	148,320	2%	20
Rail Programs												
Railroad Grade Crossing Maintenance	3,765		3,765	0		0	*	3,765		3,765	0%	0
Railroad Grade Separation	15,000		15,000	0		0	*	15,000		15,000	0%	0
Safety Programs												
Highway Safety Improvement Program		30,998	30,998		15,137	15,137			15,861	15,861	49%	36
Systemic Safety Analysis Report Program	10,000		10,000	0		0	*	10,000		10,000	0%	0
Total Local Assistance Subvention Funds	116,078	778,770	894,848	25,439	44,433	69,872		90,639	734,337	824,976	8%	130

Notes

Allocations for state funds reflect the October 2015 Commission meeting vote, Item 2.5h, Resolution FM-15-02.
Allocations for federal funds reflect the October 2015 Commission meeting vote, Item 2.5h, Resolution FM-15-01.
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 3.10.
[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 $228 million) while RSTP bridge projects consist of off-system bridge (about $75 million).

M e m o r a n d u m

Tab 31

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

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 2015-16 for which an SB 184 letter and allocation request was received.

The Commission has received two SB 184 notification letters for three projects. Two projects are in Solano County, the Jepson Parkway Projects (5301T and 5301U). The effective date that funds can be expended for these projects in advance of Commission allocation is January 19, 2016. The third project is in San Diego County, the Inland Rail Trail (7421W). The effective date that funds can be expended for this project in advance of Commission allocation is January 29, 2016. The projects are highlighted on Attachment 1.

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.

Attachment

SB 184 Notifications for FY 2015-16 Local STIP Projects

Includes SB 184 Letters Received Prior to July 1, 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	Alameda	MTC		2100	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 126	0	126	0	0
2	Contra Costa	MTC		2118	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 82	0	82	0	0
3	Contra Costa	CCTA		2011O	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 222	0	222	0	0
4	Del Norte	Del Norte LTC		1032	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	$ 34	0	34	0	0
5	Humboldt	Humboldt CAOG		2002P	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	$ 100	0	100	0	0
6	Lake	Lake APC		3002P	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 41	0	41	0	0
7	Marin	MTC		2127	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 23	0	23	0	0
8	Mendocino	MCOG		4002P	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 140	0	140	0	0
9	Napa	MTC		2130	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 14	0	14	0	0
10	Napa	NCTPA		1003E	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 69	0	69	0	0
11	Nevada	Nevada CTC		0L83	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	$ 47	0	47	0	0
12	San Bernardino	SANBAG		9811	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	$ 1,200	0	1,200	0	0
13	San Diego	SANDAG		7402	Planning, programming, and monitoring	01-Jul-15	Jun-15	Aug-15	$ 854	0	854	0	0
14	San Diego	SANDAG		1179	Binational Region Planning Study	08-Dec-15	Jan-16	Dec-15	$ 250	0	0	250	0
15	San Francisco	MTC		2131	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 64	0	64	0	0
16	San Mateo	MTC		2140	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 67	0	67	0	0
17	San Mateo	SMC/CAG		2140A	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 165	0	165	0	0
18	Santa Clara	MTC		2144	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 147	0	147	0	0
19	Santa Clara	SCVTA		2255	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 628	0	628	0	0
20	Siskiyou	Montague		2523	7th and 8th Streets, Prather St-Web St, rehab	01-Jul-15	Aug-15	Aug-15	$ 86	0	86	0	0
21	Solano	MTC		2152	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 39	0	39	0	0
22	Solano	STA		2263	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 98	0	98	0	0
23	Solano	STA		5301T	Jepson Parkway, Vanden Rd, Peabody-Leisure Town	19-Jan-16	Mar-16	Jun-16	$ 19,376	0	19,376		
24	Solano	STA		5301U	Jepson Parkway, Leisure Town Rd, Commerce-Orange	19-Jan-16	Mar-16	Jun-16	$ 19,377	0	19,377		
25	Sonoma	MTC		2156	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 47	0	47	0	0
26	Sonoma	SCTA		770E	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 125	0	125	0	0
27	Tuolumne	TCTC		452	Planning, programming, and monitoring	01-Jul-15	Aug-15	Aug-15	$ 59	0	59	0	0
					Total (eligible on July 1, 2015, or from Effective Date of Letter, if received later)				$43,480	0	43,230	250	0

Prior Year Projects with Extensions

	County	Agency	Rte	PPNO	Project	Date Letter is Effective	Meeting Reported	Planned Allocation	FY 14-15	Project Totals by Component R/W	Const	E & P	PS&E
1	San Diego	SANDAG		7421W	Inland Rail Trail, Phases IIA, IIB, IIIA, IIIB	29-Jan-16	Mar-16	Mar-16	$ 18,437		18,437		
								Total	$18,437	0	18,437	0	0

State of California
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Tab 32

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 3.5
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **FIRST QUARTER – BALANCE REPORT ON AB 1012 "USE IT OR LOSE IT" PROVISION FOR FEDERAL FISCAL YEAR 2014 UNOBLIGATED RSTP AND CMAQ FUNDS**

SUMMARY:

As of December 31, 2015, the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) have approximately $35.7 million and $26.7 million that are 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 declined to 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 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) 2014 (October 1, 2013 through September 30, 2014), was released on November 10, 2015. The total FFY 2014 funds identified as subject to reprogramming under the provisions of AB 1012 were approximately $59.6 million. This included approximately $33.8 million of RSTP funds and approximately $25.8 million of CMAQ funds. As of December 31, 2015, the RSTP amount has increased to $35,662,065 and the CMAQ amount has increased to $26,723,621. This increase is due to de-obligations that occur during the first quarter of the year (October 1 through December 31).

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 2015, the Regions have delivered enough projects to obligate 100 percent of the available OA. The Department anticipates to fully deliver for the 17th consecutive year.

Attachments

Apportionment Status Report
CMAQ and RSTP
as of December 31, 2015

Reference No.: 3.5
March 16-17, 2016
Attachment 1

AB 1012
Balances entering the 3rd Year
(from FFY 2014*)
Regional Report Summary

*Previously referred to as Cycle 17

Region	CMAQ Unobligated 12/31/2015 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2016 [2]		RSTP Unobligated 12/31/2015 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2016 [2]
Butte	3,441,689	-		2,663,349	-
Fresno	20,179,384	-		31,530,830	8,555,081
Kern	21,014,451	1,195,077		20,347,822	-
Kings	3,890,062	-		1,859,872	-
Los Angeles	124,161,360	-		195,260,174	-
Madera	4,766,285	1,205,138		1,827,748	-
Merced	4,259,242	-		3,108,383	-
Monterey	-	-	[3]	6,186,194	-
Orange	47,085,475	-		55,190,825	-
Riverside	47,585,904	-		61,270,338	8,740,636
S. F. Bay Area (MTC)	70,011,052	-		82,532,525	-
Sacramento (SACOG)	42,195,178	-		34,977,482	-
San Benito	-	-	[3]	698,471	-
San Bernardino	70,987,104	14,366,786		59,869,204	10,487,046
San Diego	31,882,689	-		44,719,805	-
San Joaquin	17,777,636	1,532,735		11,445,312	-
San Luis Obispo	1,756,105	-		3,737,205	-
Santa Barbara	-	-	[3]	6,231,963	-
Santa Cruz	-	-	[3]	3,157,595	-
Stanislaus	11,350,747	-		7,845,135	-
Tahoe	1,067,497	26,082		506,209	-
Tulare	2,050,514	-		7,232,914	-
Ventura	23,924,713	7,266,736		26,843,822	7,071,518
Rural Counties & SCAG	7,101,827	1,131,067		21,991,486	807,785
TOTAL	556,488,913	26,723,621		691,034,662	35,662,065

Footnotes:

Balances in the 3rd year (October 1, 2015) are subject to reprogramming on November 1, 2016. These balances include the federal fiscal year 2015 "Actual" apportionments (dated October 22, 2015) and federal fiscal year 2016 "Advance" apportionments (dated October 22, 2015).

[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 December 31, 2015

Reference No.: 3.5
March 16-17, 2016
Attachment 2

AB 1012
Balances entering the 3rd Year
(from FFY 2014*)
Rural Report Summary

*Previously referred to as Cycle 17

Region	CMAQ Unobligated 12/31/2015 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2016 [2]	RSTP Unobligated 12/31/2015 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2016 [2]
Rural County Information:				
Alpine	-	-	153,892	-
Amador	455,687	134,842 [3]	486,425	-
Calaveras	384,565	-	581,761	-
Colusa	-	-	285,546	-
Del Norte	-	-	364,716	-
El Dorado	-	-	1,013,152	-
Glenn	-	-	364,016	-
Humboldt	-	-	1,690,379	-
Imperial (SCAG)	2,186,105	-	5,338,044	807,785
Inyo	-	-	885,506	-
Lake	-	-	804,870	-
Lassen	-	-	502,378	-
Mariposa	456,476	148,753	248,502	-
Mendocino	-	-	1,146,392	-
Modoc	-	-	348,772	-
Mono	-	-	387,341	-
Nevada	2,077,075	411,854	1,208,882	-
Placer	-	-	944,914	-
Plumas	-	-	295,039	-
Shasta	-	-	2,190,194	-
Sierra	-	-	158,993	-
Siskiyou	-	-	770,179	-
Tehama	1,505,642	435,617	810,030	-
Trinity	-	-	312,483	-
Tuolumne	36,276	- [3]	699,078	-
Rural Combined Totals:	7,101,827	1,131,067	21,991,486	807,785

Footnotes:

Balances in the 3rd year (October 1, 2015) are subject to reprogramming on November 1, 2016. These balances include the federal fiscal year 2015 "Actual" apportionments (dated October 22, 2015) and federal fiscal year 2016 "Advance" apportionments (dated October 22, 2015).

[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: March 16-17, 2016

Reference No.: 3.6
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FISCAL YEAR 2015-16 - SECOND QUARTER FINANCE REPORT**

Attached is the California Department of Transportation's Fiscal Year 2015-16 Second Quarter Finance Report.

Attachment

Department of Transportation
Quarterly Finance Report

Second Quarter
2015-16

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 2015-16 and 2016-17 Quarterly Finance Reports.

Quarterly Finance Report			
Schedule of Reports			
Fiscal Year	**Quarterly Report**	**Activity**	**Date**
2015-16	**2014-15 Q4**	**Close of Quarter**	**6/30/15**
		Quarterly Report to Commission Staff	**8/30/15**
		Presented to Commission	**10/21/15**
	2015-16 Q1	**Close of Quarter**	**9/30/15**
		Quarterly Report to Commission Staff	**11/15/15**
		Presented to Commission	**12/10/15**
	2015-16 Q2	**Close of Quarter**	**12/31/15**
		Quarterly Report to Commission Staff	**2/15/16**
		Presented to Commission	**3/17/16**
	2015-16 Q3	**Close of Quarter**	**3/31/16**
		Quarterly Report to Commission Staff	**5/15/16**
		Presented to Commission	**5/19/16**
2016-17	**2015-16 Q4**	**Close of Quarter**	**6/30/16**
		Quarterly Report to Commission Staff	**8/30/16**
		Presented to Commission	**10/20/16**

Department of Transportation Quarterly Finance Report

Second Quarter 2015-16

EXECUTIVE SUMMARY

2015-16 Capital Allocations vs. Capacity Summary through December 31, 2015 ($ in millions)								
	SHOPP[1]	**STIP[1]**	**TCRP**	**AERO**	**ATP**	**TIRCP**	**BONDS**	**TOTAL**
Total Allocation Capacity	$1,849	$449	$82	$2	$147	$265	$283	$3,077
Total Votes	638	201	39	2	25	121	69	1,095
Authorized Changes[2]	-27	-9	0	0	0	0	0	-36
Total Remaining Capacity	**$1,239**	**$257**	**$43**	**$0**	**$122**	**$144**	**$214**	**$2,019**

Note: Amounts may not sum to totals due to independent rounding.
[1]Proposition 1B Bond included in totals: $149 million total capacity ($77 million SHOPP; $72 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 $1.1 billion toward 255 projects through the second quarter of fiscal year 2015-16. Adjustments totaled negative $36 million leaving $2 billion (65 percent) in remaining allocation capacity.

The State Highway Account (SHA) ended the second quarter with a higher than projected cash balance. The variance is primarily due to higher than forecasted revenues and lower than forecasted expenditures. Revenues are higher than originally anticipated due to current economic factors, which have contributed to increased fuel consumption. The Public Transportation Account (PTA) ended the second quarter with a higher than projected forecast due to a delayed transfer to the State Transit Assistance, which is now anticipated to occur in the third quarter. The Traffic Congestion Relief Fund (TCRF), the Transportation Investment Fund (TIF), and the Transportation Deferred Investment Fund (TDIF) each ended the second quarter with higher than forecasted balances due to lower than projected expenditures.

During the second quarter, the State Treasurer's Office (STO) conducted no general obligation bond sales for proceeds to the California Department of Transportation's (Department) use on bond projects. The Department has sufficient resources to fund bond projects through the next bond sale. Additional information regarding bonds can be located in the Proposition 1A and 1B Bonds section of this report.

On December 4, 2015, President Obama signed a federal transportation act, providing a stable funding source for transportation over the next five years. The Fixing America's Surface Transportation Act, or FAST Act, creates $305 billion in federal transportation funding including $205 billion for highways and $48 billion for transit projects and is the first long-term national transportation package in a decade. The bill utilizes the collection of the 18.4 cents per gallon gasoline tax as a primary source of revenue; however, roughly $70 billion from other non-transportation related areas was used to close the annual funding deficit. Congress continues to work toward finding more sustainable ways to pay for

transportation projects. The Department will continue to monitor progress and will report updates as necessary.

State Budget Outlook

On January 7, 2016, Governor Brown released his fiscal year 2016-17 Budget proposal. The Budget includes $10.5 billion in expenditures for the Department, which is an increase of approximately $2 million from the 2015-16 Enacted Budget.

Despite increases related to the Governor's transportation funding and reform package, capital expenditures in the 2016-17 Budget reflect decreases from the current year. This is due to a $500 million current year expenditure related to Public-Private Partnerships, a significant number of projects that were successfully delivered in 2014-15, but allocated by the Commission early in 2015-16, and a nearly $200 million decrease to Proposition 1B Bond expenditures. Local Assistance expenditures are expected to increase by approximately $63 million and State Operations expenditures are proposed to increase by $167 million, due primarily to increases for the Maintenance Program related to the Governor's proposed transportation plan. Additional changes to the budget, including staffing changes for the delivery of projects, are expected in the spring.

The 2016-17 Budget estimates a reduction to the price-based excise tax on gasoline from 12 cents to 9.8 cents per gallon. This is approximately $325 million less than 2015-16 estimated revenues and $1.2 billion less than 2014-15 revenues. The Commission approved a revised revenue assumption for the 2016 STIP Fund Estimate (FE) as a result of the reduction. See the STIP SHA Outlook section for additional information related to the revised assumption and amended 2016 STIP FE.

The Governor included his proposed transportation funding and reform package in the Budget as a means to address funding shortfalls. With the exception of enactment dates, the proposal remains virtually unchanged from the September 2015 transportation funding plan. The package includes a combination of new revenues, additional investments of Cap and Trade proceeds, and accelerated loan repayments. Revenues are proposed to be divided evenly between state and local transportation priorities. During 2016-17 approximately half of the annual expected revenues will be collected, with greater revenues being realized in subsequent years. The package also includes reforms and efficiencies to streamline the Department's project delivery. The plan, including increased revenues for transportation, must be enacted by the Legislature in order to take effect.

The Governor's transportation plan proposes the accelerated repayment of $879 million in Tribal Gaming loans owed to various funds over four years, commencing in 2016-17. The Department will continue to monitor progress of repayments and will notify the Commission of any new payment reschedules in future quarterly finance reports. See Appendix D for additional information regarding Tribal Gaming loans.

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	$300	$273	$4	$277	$23
FTF	1,472	365	-31	333	1,139
Proposition 1B	77	0	0	0	77
Total	**$1,849**	**$638**	**-$27**	**$610**	**$1,239**

Note: Amounts may not sum to totals due to independent rounding.

Capital Allocations vs. Capacity

The Commission allocated $638 million toward 120 SHOPP projects through the second quarter. Adjustments totaled negative $27 million, leaving $1.2 billion (approximately 67 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

SHA. Net allocations totaling $277 million were allocated toward STIP SHA projects through the second quarter, leaving $23 million (approximately 8 percent) in remaining allocation capacity due to an increased number of G-11s. The 2016-17 Governor's Budget estimates a significant reduction to the price-based excise tax on gasoline, from 12 cents to 9.8 cents per gallon. The reduced rate is not anticipated to affect SHOPP capacity because price-based excise tax revenue represents only a small portion of SHOPP funding.

Federal Trust Fund (FTF). Net allocations totaling $333 million were committed toward federally eligible SHOPP projects through the second quarter. Due to the enactment of the new FAST Act, there are adequate resources to fund federally eligible transportation projects over the next five years.

Proposition 1B. No SHOPP Proposition 1B projects were allocated during the second 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	$100	$73	-$4	$69	$31
FTF	168	69	-5	64	104
PTA	69	7	0	7	62
TDIF	40	5	0	5	35
Prop 1B STIP	72	47	0	47	25
Total	**$449**	**$201**	**-$9**	**$192**	**$257**

Note: Amounts may not sum to totals due to independent rounding

Capital Allocations vs. Capacity

The Commission allocated $192 million toward 56 STIP projects through the second quarter. Adjustments totaled negative $9 million, leaving $257 million (approximately 57 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

SHA. As mentioned previously, the 2016-17 Governor's Budget estimates a significant reduction to the price-based excise tax rate on gasoline, which would translate into a large reduction in revenue. As a result of the reduction, a revised revenue assumption and an amended 2016 STIP FE were adopted by the Commission. The revised 2016 STIP FE reflects a need for approximately $754 million in cuts from road and transit capacity projects over the FE period.

FTF. Net allocations totaling $64 million were committed toward federally eligible STIP projects through the second quarter. Due to the enactment of the new FAST Act, there are adequate resources to fund federally eligible transportation projects over the next five years.

PTA. No new allocations were committed toward STIP PTA projects during the second quarter.

TDIF. A total of $5 million was allocated toward STIP TDIF projects during the second quarter.

Proposition 1B. A $47 million STIP Proposition 1B project was allocated during the second quarter.

Recommendations

The Department will continue to work with the Commission to mitigate any impacts related to the reduction of the price-based excise tax on gasoline.

TRAFFIC CONGESTION RELIEF PROGRAM (TCRP)

Traffic Congestion Relief Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
TCRF	$82	$39	$0	$39	$43
Total	**$82**	**$39**	**$0**	**$39**	**$43**

Note: Amounts may not sum to totals due to independent rounding.

Capital Allocations vs. Capacity

The Commission allocated $39 million toward five TCRP projects through the second quarter, leaving $43 million (approximately 52 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

The TCRF is owed approximately $482 million in Pre-Proposition 42 (Tribal Gaming) loan repayments, which are scheduled to begin in 2016-17. The lower than anticipated annual repayment amounts and extended loan repayment schedule may negatively impact the ability to meet obligations in future years. The Governor's 2016-17 proposed transportation funding and reform package included an accelerated Tribal Gaming loan repayment schedule. If adopted, the new loan repayment schedule would provide resources to fund currently programmed transportation projects for the TCRP, but no new projects. See Appendix D for additional details regarding the distribution of proposed loan repayments.

Recommendations

The Department will continue to monitor for potential impacts, and if necessary, recommend changes.

AERONAUTICS (AERO) PROGRAM

Aeronautics Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
AERO Account	$2.6	$2.1	$0	$2.1	$.5
Total	**$2.6**	**$2.1**	**$0**	**$2.1**	**$.5**

Note: Amounts may not sum to totals due to independent rounding.

Capital Allocations vs. Capacity

The Commission allocated approximately $2.1 million toward five AERO Program projects through the second quarter, leaving $500,000 (approximately 19 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 second quarter, the Commission approved a total of $1.3 million, of which roughly $1 million was allocated to match 33 federal AIP grants and $300,000 was allocated toward two Aeronautics Acquisition and Development Program projects.

On December 9, 2015, the Commission approved an updated AERO Account FE which includes a $1.3 million transfer from the Local Airport Loan Account (LALA) to the AERO Account in the current fiscal year and $4 million in each subsequent year over the 2016 AERO Program FE period. Upon approval by the Department of Finance, these resources will be used to provide relief to the AERO Account in order to fund grants.

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	$45	$14	$0	$14	$31
FTF	102	11	0	11	91
Total	**$147**	**$25**	**$0**	**$25**	**$122**

Note: Amounts may not sum to totals due to independent rounding.

Capital Allocations vs. Capacity

The Commission allocated $25 million toward 37 projects through the second quarter, leaving $122 million (approximately 83 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

The deadline to request 2015-16 funds is June 30, 2016. To date, no projects have been completed and no funds have lapsed.

Recommendations

The Department will continue to monitor for potential impacts, and if necessary, recommend changes.

TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP)

Transit and Intercity Rail Capital Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
GHG – (Cap and Trade)	$265	$121	$0	$121	$144
Total	**$265**	**$121**	**$0**	**$121**	**$144**

Note: Amounts may not sum to totals due to independent rounding.

Capital Allocations vs. Capacity

The Commission allocated $121 million toward seven TIRCP projects through the second quarter, leaving $144 million (approximately 54 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

The 2015-16 Budget authorized resources for the Department's role in the newly implemented TIRCP, which utilizes a percentage of the annual proceeds deposited into the Greenhouse Gas Reduction Fund (GHG). The TIRCP currently receives 10 percent of the Cap and Trade auction proceeds deposited into the GHG.

The TIRCP was created to provide grants from the GHG to fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.

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	$142	$5	$137
CMIA	0	0	0
TCIF	54	35	19
Intercity Rail	52	0	52
Local Bridge Seismic	15	10	5
Grade Separations*	0	18	-18
Traffic Light Synch.	7	0	7
Route 99	14	0	14
Total	**$283**	**$69**	**$215**

Note: Amounts may not sum to totals due to independent rounding.
*A Budget Revision to increase allocation capacity is anticipated to occur in the third quarter.

Capital Allocations vs. Capacity

The Commission allocated $69 million toward 25 Bond projects through the second quarter, leaving $215 million (approximately 76 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

Bond Funding. In October 2015, the Department received $150 million from Commercial Paper (CP) issued by the STO and an additional $100 million in November 2015. In October 2015, the Department received $86 million in CP authority to draw upon for use on Proposition 1B local transit projects and $49.6 million for use on Proposition 1A projects. To date, the Department has been issued approximately $1.8 billion in CP, of which $1.4 billion has been refunded. Remaining CP authority for Proposition 1B is $746 million and $50 million for Proposition 1A.

The Department and the Commission have received a total of $9.8 billion for use on Proposition 1B projects and administration, $3.5 billion for Public Transportation Modernization Improvement Service Enhancement Act local transit projects and administration, and $582 million for Proposition 1A connectivity projects. Taking into account Commission allocations through December 2015, $181 million of Proposition 1B authority is available for allocation in 2015-16, plus an additional estimated authority of $171 million in future years. These amounts largely consist of authority that was appropriated for the use of potential program savings consistent with the Proposition 1B savings policy adopted by the Commission in January 2014. Original allocations are nearly complete for all programs except for the Local Bridge Seismic Retrofit Account program, which will continue to make original allocations for several more years. A remaining amount of $137 million is available for allocation on Proposition 1A connectivity projects.

No general obligation bond funding was received for projects during the second quarter of 2015-16. On occasion, the STO sells general obligation bonds solely to refund certain outstanding bonds for economic savings. In October 2015, the STO refunded one series administered by the Department under the Proposition 192 – Seismic Retrofit Bond Act of 1996, and two series administered by the Commission under the Proposition 116 – Clean Air and Transportation Improvement Bond Act of 1990.

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 ..... Transportation Loans

Status of Outstanding Transportation Loans, as of December 31, 2015
Interfund Transportation Loans

APPENDIX A – ALLOCATION CAPACITY AND ASSUMPTIONS

2015-16 Allocation Capacity By Fund and Program ($ in millions)								
Fund	**SHOPP**	**STIP**	**TCRP**	**AERO**	**ATP**	**TIRCP**	**BONDS**	**Total**
SHA	$300	$100	$0	$0	$45	$0	$0	**$445**
FTF	1,472	168	0	0	102	0	0	**1,742**
PTA	0	69	0	0	0	0	0	**69**
TCRF	0	0	82	0	0	0	0	**82**
AERO	0	0	0	2	0	0	0	**2**
TDIF	0	40	0	0	0	0	0	**40**
GHG (Cap and Trade)	0	0	0	0	0	265	0	**265**
Prop 1A Bonds *	0	0	0	0	0	0	142	**142**
Prop 1B Bonds *	77	72	0	0	0	0	141	**290**
Total Capacity	**$1,849**	**$449**	**$82**	**$2**	**$147**	**$265**	**$283**	**$3,077**

Note: Amounts may not sum to totals due to independent rounding.

* Subject to Bond Sales

The 2015-16 allocation capacity of approximately $3.1 billion is based on the following:

- The SHOPP allocation capacity is based on the 2015-16 Budget Act revenue and expenditure estimates and the 2016 STIP FE federal receipts. The total allocation capacity includes carryover capacity and project allocations that were voted during the August 2015 Commission meeting.

- The STIP PTA allocation capacity of $69 million is based on the 2016 STIP FE, a prudent cash balance of $100 million, and includes 2014-15 carryover allocation capacity.

- The TDIF capacity is based on available cash in the fund and is intended to provide financial relief to the STIP SHA due to the dramatic decrease in price-based excise tax revenue in 2015-16.

- The TCRP allocation is based on the anticipated final suspended Proposition 42 loan repayment of approximately $84 million, less the reduction for 2014-15 over-allocation of approximately $2 million.

- The AERO capacity is based on the 2016 AERO FE.

- The ATP allocation capacity is based on the 2015 ATP FE and includes 2014-15 carry-over capacity. The 2015-16 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 TIRCP capacity is based on the 2015-16 Budget's projected Cap and Trade revenues in the GHG.

- Bond capacity is based on the remaining bond authority, budget authority, and any administrative costs.
    - Proposition 1A and 1B capacities are based on the 2015-16 Enacted Budget and includes 2014-15 remaining authority of approximately $211 million. The bond capacities are also dependent on the sale of sufficient bonds for funding.
    - Transportation Facilities Account (TFA) and CMIA allocation capacities are contingent upon project close-out and administrative savings.

APPENDIX B – AUTHORIZED CHANGES

2015-16 Authorized Changes Summary through December 31, 2015 ($ in thousands)				
Program	**# of Adjustments**			**Net Change[3]**
	Increases	**Decreases**	**Total[3]**	
SHOPP[1]	62	113	175	-$27,483
STIP[2]	3	7	10	-8,627
TOTAL	**65**	**120**	**185**	**-$36,111**

Note: Amounts may not sum to totals due to independent 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 185 allocation adjustments through the second quarter, resulting in a $36 million decrease.

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 2015-16 cash forecasts are based on the following assumptions:

- State Operations projections are based on historical trends and assumes a 2.2 percent increase each year, based on the DOF's 2015-16 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 General Fund (GF), short-term loan repayments, Plans of Financial Adjustments, funds transferred in and out, and reimbursements.
- Federal receipts are based on the 2016 STIP FE.

SHA

- Weight fee and excise tax revenue projections provided by the DOF.
- All other revenues are based on historical trends.
- Continued monthly transfers of weight fee revenues to the Transportation Debt Service Fund (TDSF).
- Receipt of approximately $169 million in remaining assets and $23 million in remaining liabilities from the TIF due to closure of the fund.
- Receipt of approximately $2 million in remaining assets from the Pedestrian Safety Account due to closure of the fund.
- Delays in processing expenditures in July and August due to 2014-15 year-end closing.
- Prudent cash balance of $415 million.

PTA

- Revenue projections provided by the DOF.
- Repayment of an approximately $14 million Public Employees' Pension Reform Act of 2013 (PEPRA) loan in 2015-16.
- Prudent cash balance of $100 million.

TCRF

- A final transfer amount of approximately $84 million from the TDIF in 2015-16.

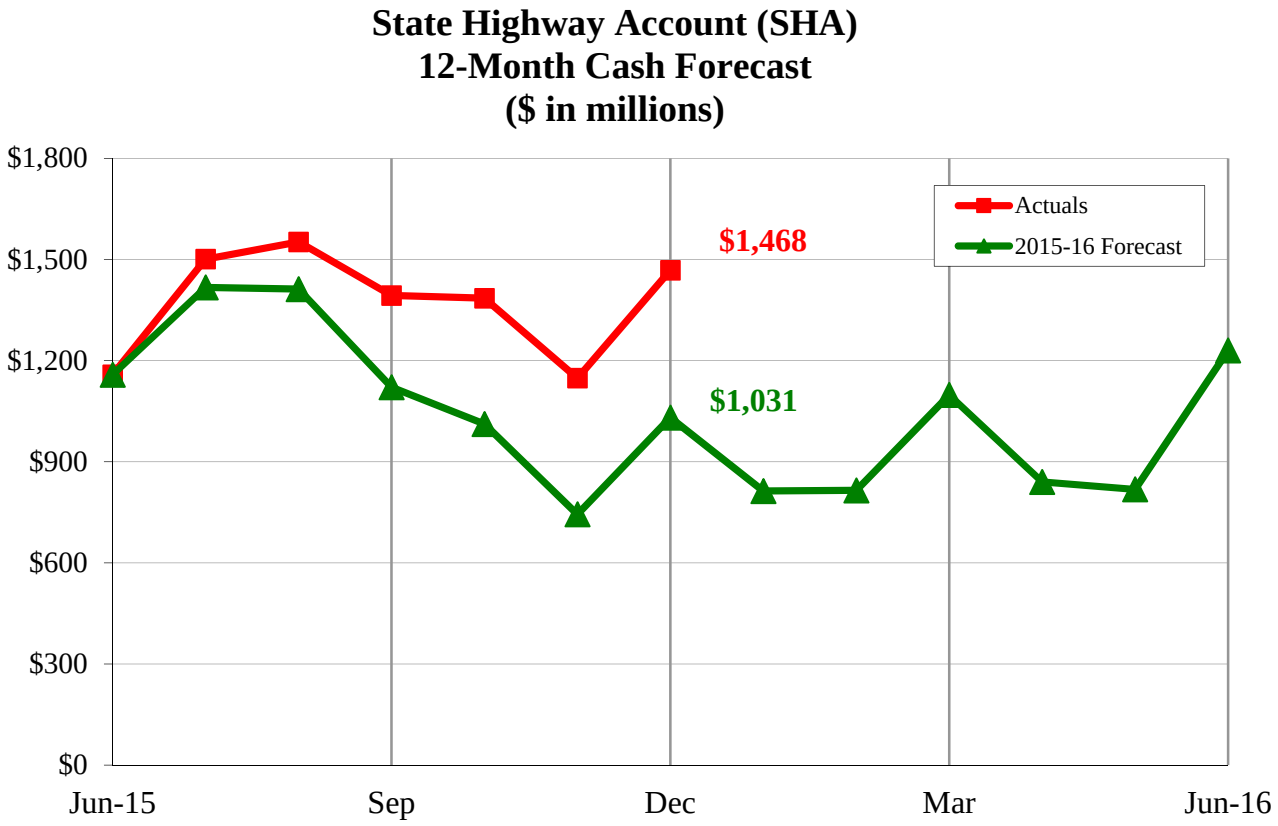
TIF

- No revenues will be received and no obligations will be made by the TIF.
- As authorized by the 2015-16 Budget, the TIF will be closing in 2015-16 and all remaining assets and liabilities will be transferred to the SHA.

TDIF

- Receipt of a final suspended Proposition 42 loan repayment in the amount of approximately $84 million in 2015-16.
- A transfer of approximately $84 million to the TCRF, immediately following the receipt of the suspended Proposition 42 loan repayment.

APPENDIX C – CASH FORECASTS – STATE HIGHWAY ACCOUNT



Year-to-Date SHA Summary

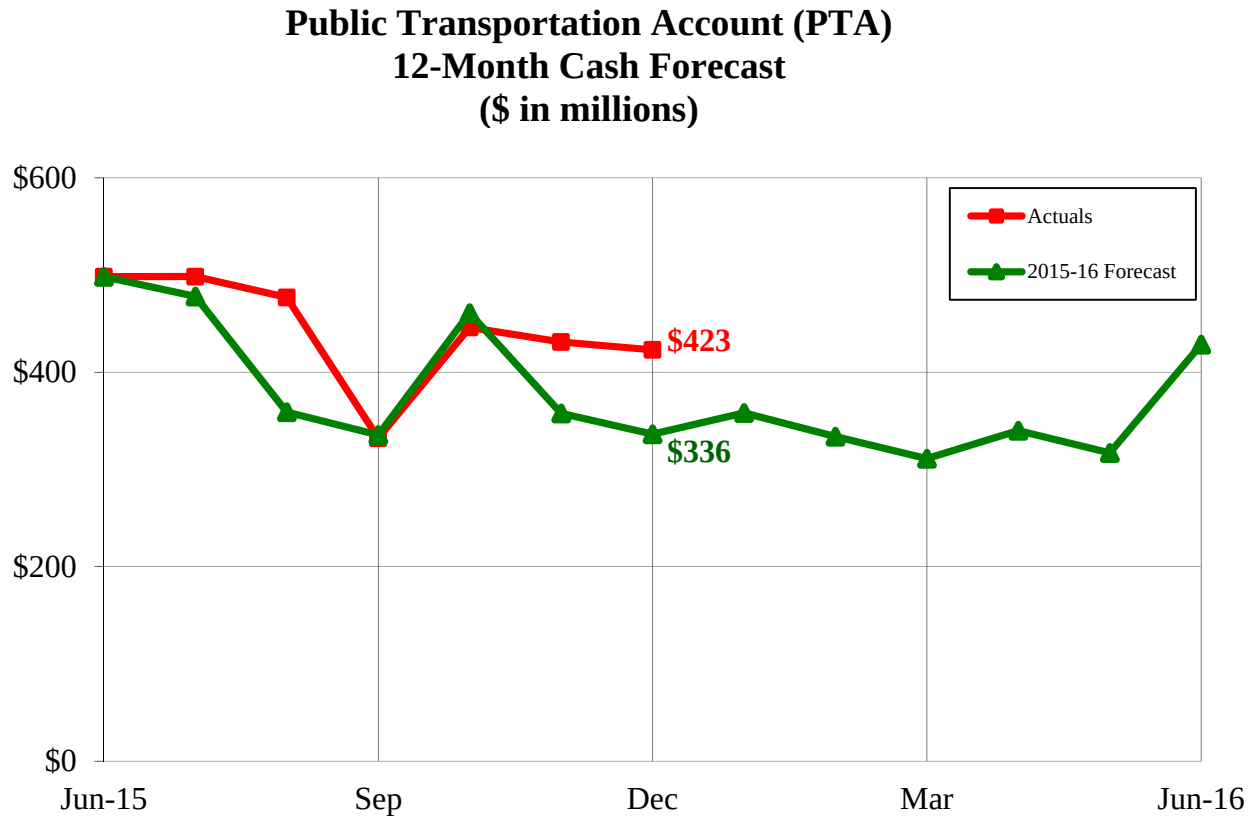
The SHA ending cash balance through the second quarter was approximately $1.5 billion, $437 million (42 percent) above the forecasted amount of $1 billion. The variance is primarily due to higher than forecasted revenues and lower than forecasted expenditures. Revenues are higher than originally anticipated due to current economic factors, which have contributed to increased fuel consumption. Revenues totaled $2.3 billion, $154 million (7 percent) above forecast. Transfers out of the SHA totaled $575 million, $6 million (1 percent) below forecast. Expenditures totaled $1.7 billion, $31 million (2 percent) below forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled a positive $246 million.

Year-to-Date Reconciliation

($ in millions)				
	Forecast	**Actual**	**Difference**	**%**
Beginning Cash Balance	**$1,158**	**$1,158**	**N/A**	
Revenues	2,138	2,292	154	
Transfers	-581	-575	6	
Expenditures	-1,684	-1,653	31	
Adjustments	0	246	246	
Ending Cash Balance	**$1,031**	**$1,468**	**$437**	**42%**

Note: Amounts may not sum to totals due to independent rounding.

APPENDIX C – CASH FORECASTS – PUBLIC TRANSPORTATION ACCOUNT



Year-to-Date PTA Summary

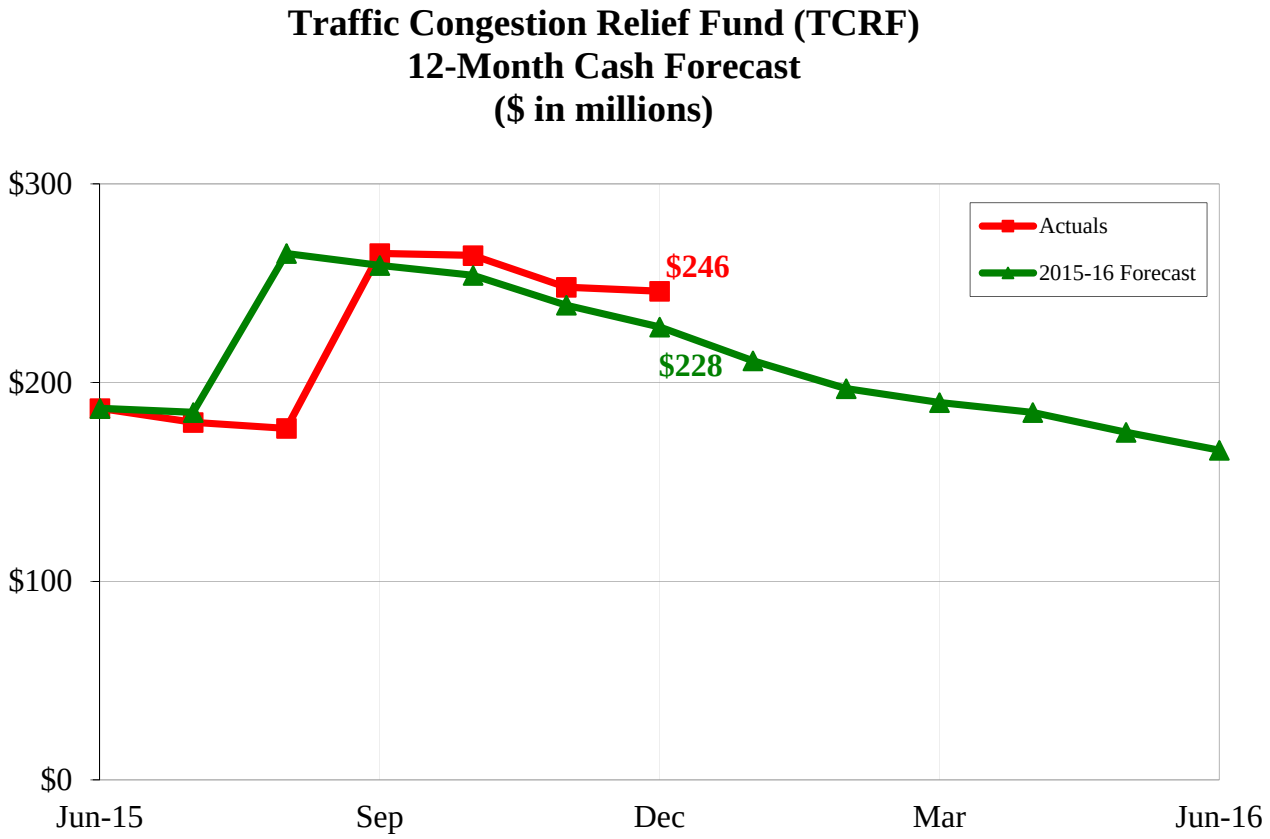
The PTA ending cash balance through the second quarter was $423 million, $87 million (26 percent) above the forecasted amount of $336 million. The variance is due to the delayed transfer of $70 million to the State Transit Assistance, which is now anticipated in the third quarter. Revenues totaled $112 million. Transfers totaled $6 million, which was above the forecasted amount, as a result of a delayed loan to the High-Speed Rail Authority (HSRA). It is unknown when, or if, the loan will be needed by the HSRA during the current fiscal year. Expenditures totaled $102 million, $80 million (44 percent) lower than anticipated in the forecast. Expenditures are expected to increase in the third and fourth quarters. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled a negative $92 million.

Year-to-Date Reconciliation

($ in millions)				
	Forecast	**Actual**	**Difference**	**%**
Beginning Cash Balance	**$498**	**$498**	**N/A**	
Revenues	140	112	-27	
Transfers	-7	6	13	
Expenditures	-182	-102	80	
Adjustments	-113	-92	21	
Ending Cash Balance	**$336**	**$423**	**$87**	**26%**

Note: Amounts may not sum to totals due to independent rounding.

APPENDIX C – CASH FORECASTS – TRAFFIC CONGESTION RELIEF FUND



Year-to-Date TCRF Summary

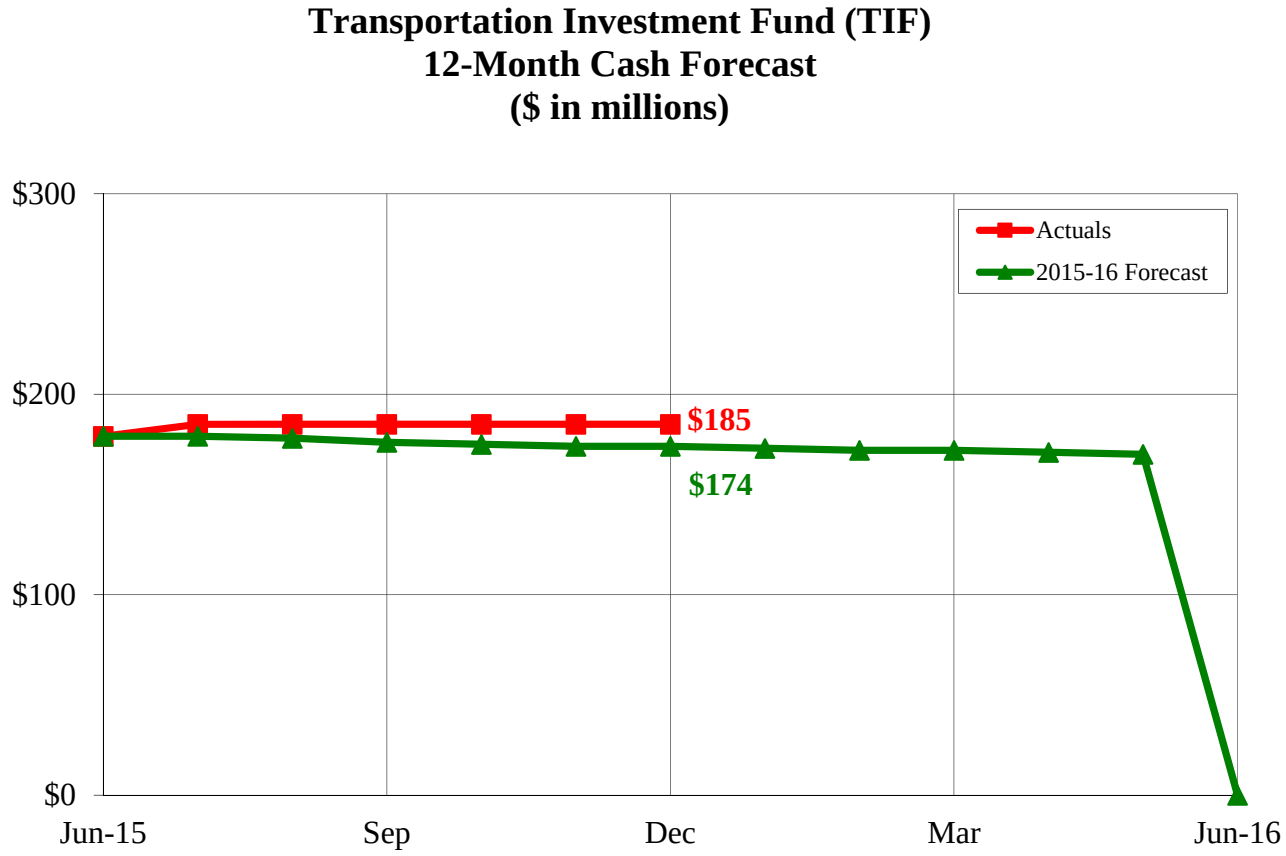
The TCRF ending cash balance through the second quarter was $246 million, $18 million (8 percent) above the forecasted amount of $228 million. The variance is primarily due to lower than forecasted expenditures. Transfers totaled $83.4 million, which consisted of the final suspended Proposition 42 loan repayment from the TDIF. Expenditures totaled $32 million, $11 million (25 percent) below forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled $8 million.

Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$187**	**$187**	**N/A**	
Revenues	0	0	0	
Transfers	84	83	-1	
Expenditures	-43	-32	11	
Adjustments	0	8	8	
Ending Cash Balance	**$228**	**$246**	**$18**	**8%**

Note: Amounts may not sum to totals due to independent rounding.

APPENDIX C – CASH FORECASTS – TRANSPORTATION INVESTMENT FUND



Year-to-Date TIF Summary

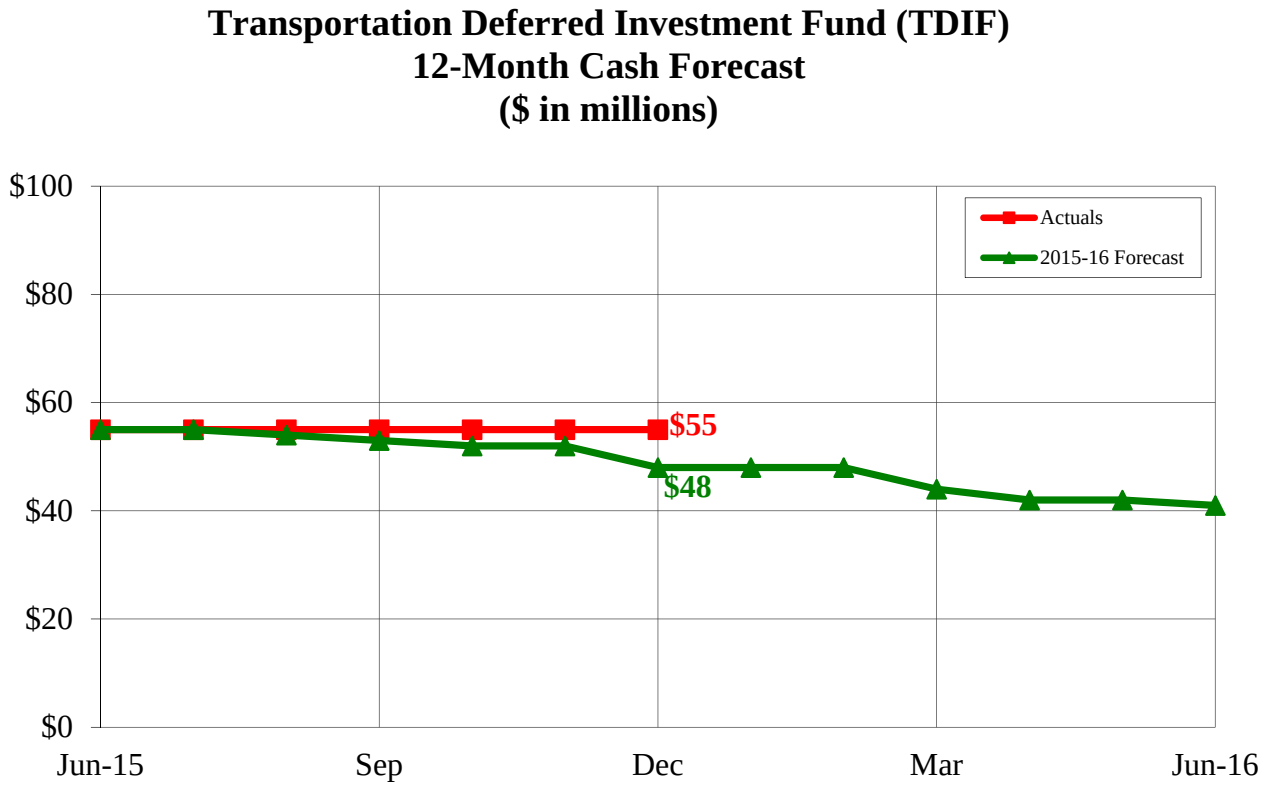
The TIF ending cash balance through the second quarter was $185 million, $11 million (6 percent) above forecast. The variance is primarily due to lower than forecasted expenditures. No revenues, transfers, or expenditures occurred during the second quarter. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled $6 million. Closure of the TIF is scheduled to occur by the end of 2015-16. At that time, all remaining cash and commitments will be transferred to the SHA.

Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$179**	**$179**	**N/A**	
Revenues	0	0	0	
Transfers	0	0	0	
Expenditures	-5	0	5	
Adjustments	0	6	6	
Ending Cash Balance	**$174**	**$185**	**$11**	**6%**

Note: Amounts may not sum to totals due to independent rounding.

APPENDIX C – CASH FORECASTS – TRANSPORTATION DEFERRED INVESTMENT FUND



Year-to-Date TDIF Summary

The TDIF ending cash balance through the second quarter was $55 million, $7 million (14 percent) above forecast. The variance is primarily due to lower than forecasted expenditures. Revenues totaled $83.4 million and transfers totaled negative $83.4 million, which represents the final suspended Proposition 42 loan repayment to the TCRF. No expenditures occurred during the second quarter. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, were nominal.

Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$55**	**$55**	**N/A**	
Revenues	84	83	-1	
Transfers	-84	-83	1	
Expenditures	-7	0	7	
Adjustments	0	0	0	
Ending Cash Balance	**$48**	**$55**	**$7**	**14%**

Note: Amounts may not sum to totals due to independent rounding.

APPENDIX D – TRANSPORTATION LOANS

Status of Outstanding Transportation Loans, as of December 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)	$1,066	$1,066	$0
Subtotal Proposition 42 Loans:	**$1,066**	**$1,066**	**$0**
General Fund:			
State Highway Account - Weight Fee Revenues[1]	$227	$0	$227
State Highway Account - Weight Fee Revenues[1]	1,237	0	1,237
Public Transportation Account (PTA)[2]	29	0	29
Local Airport Loan Account (LALA)[3]	8	0	8
Motor Vehicle Fuel Account (MVFA)[3]	8	0	8
Subtotal General Fund Loans:	**$1,508**	**$0**	**$1,508**
High-Speed Passenger Train:			
2013-14 Public Transportation Account (PTA)[4]	$23	$0	$23
2014-15 Public Transportation Account (PTA)[4]	31	0	31
Subtotal High-Speed Passenger Train Loans:	**$54**	**$0**	**$54**
Local Mass Transit Providers (PEPRA):			
Public Transportation Account (PTA)[5]	$14	$0	$14
Subtotal Local Mass Transit Providers Loans:	**$14**	**$0**	**$14**
Totals:	**$3,872**	**$1,417**	**$2,455**

Note: Amounts may not sum to totals due to independent rounding.

[1]Loan repayments will be directed to the GF for debt service payments.

[2]Repayment is expected to occur in 2020-21.

[3]Repayment is expected to occur in 2016-17.

[4]Repayment 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.

[5]Repayment 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, future loan repayments made to the SHA will be subsequently transferred to the Transportation Debt Service Fund (TDSF).

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 were 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 final loan repayment of $83.4 million was received in September 2015. The final repayment amount was originally anticipated to be $84 million. The Department in conjunction with the SCO performed a final reconciliation of repayments and have determined no additional amounts are owed.

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 July 2015, excess weight fees available in the SHA were transferred as loans to the GF in the amount of $151 million for 2014-15. In total, there are $1.464 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). As

of December 2015, the only loans left outstanding are to the MVFA and the LALA, which are owed $8 million and $7.5 million, respectively. These repayments are expected to occur in 2016-17.

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.

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 $23 million was loaned: $5.4 million on August 16, 2013; $8.9 million on October 8, 2013; $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. During 2014-15, a total of $31 million was loaned: $7.3 million on September 17, 2014; $7.3 million on December 18, 2014; $7.3 million on February 17, 2015; $2.3 million on March 25, 2015; and $6.7 million on May 26, 2015. Repayments will occur when the PTA is determined to be in need of the funds or when the High-Speed Rail Authority no longer has need for 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 non-certification 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". The DOL later appealed the decision, but subsequently filed to have the appeal voluntarily dismissed, which was granted by the court on August 12, 2015. A hearing was scheduled on October 23, 2015, which resulted from the State of California filing a supplemental complaint to enforce the court's previous order remanding the case. On January 7, 2016, the court granted the State's motion to enforce the court's previous order to remand the matter to the DOL. A second motion was also granted by the court for leave to file a supplemental complaint against the DOL.

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 December 31, 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 continue to cause delays in repayment of these loans. The Department will monitor the ongoing litigation and work with the DOF to determine a repayment schedule for the PTA.

PROPOSED TRANSPORTATION LOAN REPAYMENTS – TRIBAL GAMING

Proposed Tribal Gaming Loan Repayment Schedule ($ in millions)					
Fund	**Repayment Year**				**Repayment Total**
	2016-17	**2017-18**	**2018-19**	**2019-20**	
SHA[1]	$5	$40	$40	$48	$132
GHG[2]	9	80	80	96	265
TCEA[3]	11	100	100	123	334
TCRF[4]	148	0	0	0	148
Totals:	**$173**	**$220**	**$220**	**$267**	**$879**

Note: Amounts may not sum to totals due to independent rounding.
[1]Per AB 115, the $132 million is considered to be derived from weight fees and should be repaid to the TDSF. The Governor's proposal redirects these resources to the SHA for maintenance and rehabilitation projects.
[2]The $265 million is proposed to be used for TIRCP projects. It is assumed that these resources will be deposited into the PTA, then subsequently transferred to the GHG.
[3]The TCEA is a new fund included in the Governor's proposal. The $334 million was originally owed to the TCRF.
[4]The $148 million repaid to the TCRF will be used to pay for existing projects programmed in the TCRP.

The Governor's 2016-17 Budget included a transportation funding and reform package which proposes the accelerated repayment of $879 million in Tribal Gaming loans owed to various funds. The repayments are expected to begin in 2016-17 and end in 2019-20. The proposed loan repayments would be allocated as follows: $132 million to the SHA for highway maintenance and rehabilitation, which was originally anticipated to be transferred to the TDSF for repayment of debt services; $265 million for use on TIRCP projects, which was originally owed to the PTA; $334 million to the Trade Corridor Enhancement Account (TCEA), which was originally owed to the TCRF; and $148 million to the TCRF for existing projects programmed in the TCRP. Due to unanticipated transfers to other programs and accounts, the Department is currently performing an impact analysis of these proposed loan repayments. If the proposed loan repayment schedule is adopted, additional recommendations may be made.

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: March 16-17, 2016

Reference No.: 3.7
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **FISCAL YEAR 2015-16 SECOND QUARTER INTERCITY PASSENGER RAIL OPERATIONS REPORT**

SUMMARY:

As requested by the California Transportation Commission (Commission), this is the Rail Operations Report for the second quarter of State Fiscal Year (FY) 2015–16, October through December 2015, for the three intercity passenger rail routes funded by the State. This report compares ridership, on-time performance, and financial results reported in the second quarter of FY 2015–16 to those reported in the corresponding quarter of FY 2014–15.

On July 1, 2015, the California Department of Transportation (Department) transferred administration and marketing duties for intercity passenger rail service to the respective Joint Power Authorities (JPAs) for the following three corridors:

- The LOSSAN Rail Corridor Agency (LOSSAN Agency) for the Pacific Surfliner Route, connecting San Diego, Los Angeles, Santa Barbara and San Luis Obispo
- The San Joaquin Joint Powers Authority (SJJPA) for the San Joaquin Route, between Bakersfield and both Oakland and Sacramento
- The Capitol Corridor Joint Powers Authority (CCJPA) for the Capitol Corridor connecting San Jose, Oakland, and Sacramento-Auburn (This service was previously transferred in 1998)

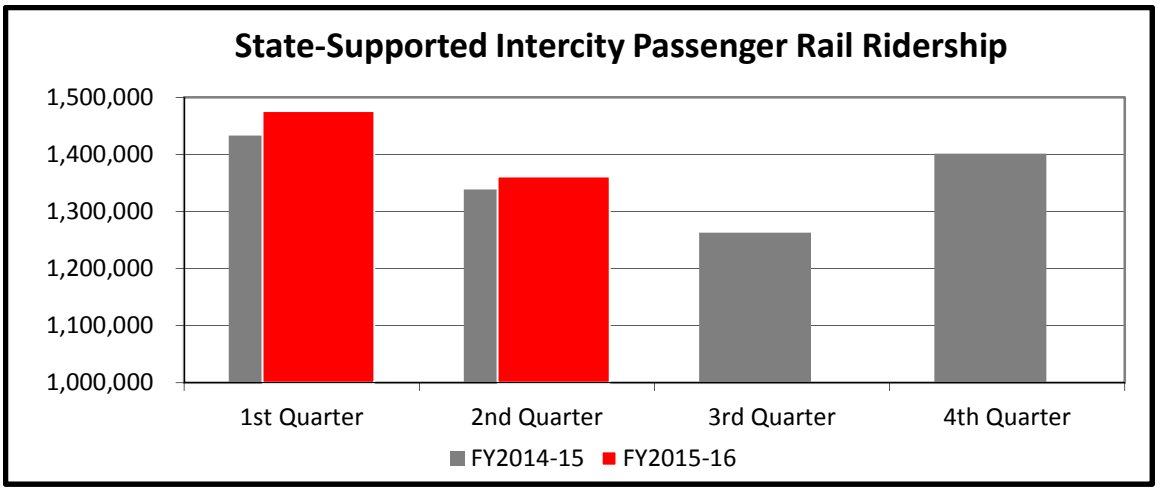
These routes are the second, fifth, and third busiest routes in the national intercity passenger rail system, respectively.

In addition to owning the majority of equipment utilized on two of the three routes the Department also provides all funding for intercity passenger rail service and equipment capital costs of the three routes, and now acts in an oversight role to ensure statewide integration and performance of the three services.

COMBINED STATEWIDE RESULTS:

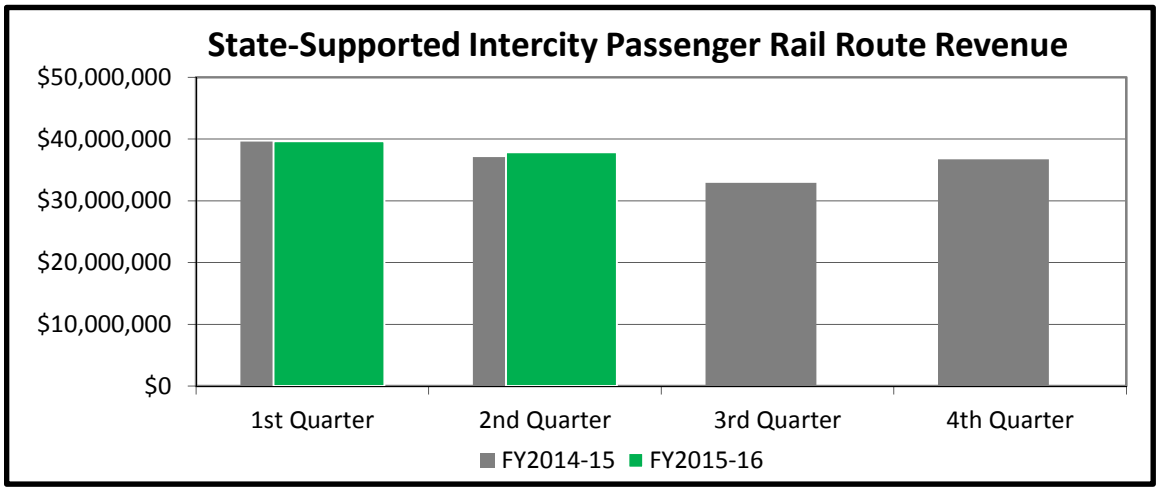
RIDERSHIP

Total combined ridership on the three routes for the second quarter of FY 2015–16 was 1,361,581, an increase of 1.7 percent when compared to 1,338,374 reported in the corresponding quarter of FY 2014–15.



REVENUE and EXPENSES

Total combined revenue for the three routes for the second quarter of FY 2015–16 was $37,864,633, an increase of 2.1 percent when compared to $37,091,824 reported in the corresponding quarter of FY 2014–15. In addition, second quarter expenses for FY 2015–16 were $57,839,716, a decrease of 9.6 percent compared to $63,974,609 reported in the corresponding quarter for FY 2014–15, resulting in a farebox ratio increase of 7.5 percentage points.



The following table provides further detail on the combined ridership, revenue, expenses, farebox ratio and on-time performance for the three State-supported routes for the second quarter of FY 2015–16 compared to the corresponding quarter of FY 2014–15:

State-Supported Intercity Passenger Rail - 2nd Quarter 2015-16 All Routes				
	ACTUAL RESULTS			
	2nd Qtr 2015-16	2nd Qtr 2014-15	Difference	Percent Change
Ridership	1,361,581	1,338,374	23,207	1.7%
Revenue	$ 37,864,633	$ 37,091,824	$ 772,809	2.1%
Expense	$ 57,839,716	$ 63,974,609	$ (6,134,893)	-9.6%
Farebox Ratio	65.5%	58.0%	7.5 PP	
End Point On-Time Performance	86.5%	80.2%	6.3 PP	

PP - Percentage Points

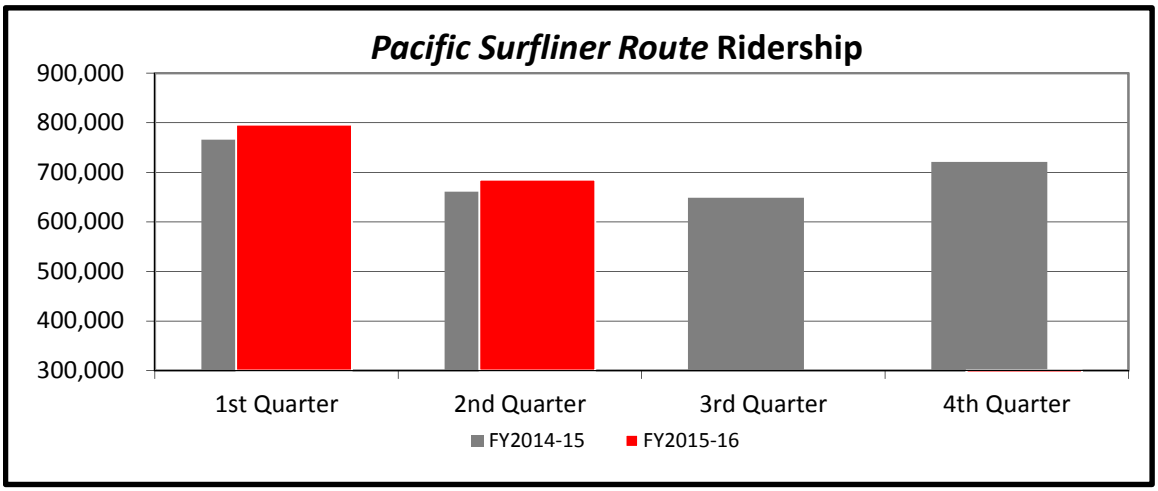
Route-specific graphs and tables are contained in the following sections.

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 allowing connectivity with 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 (as one of the 11 Los Angeles – San Diego southbound trips), bringing the total level of service north of Los Angeles to five daily round-trips.

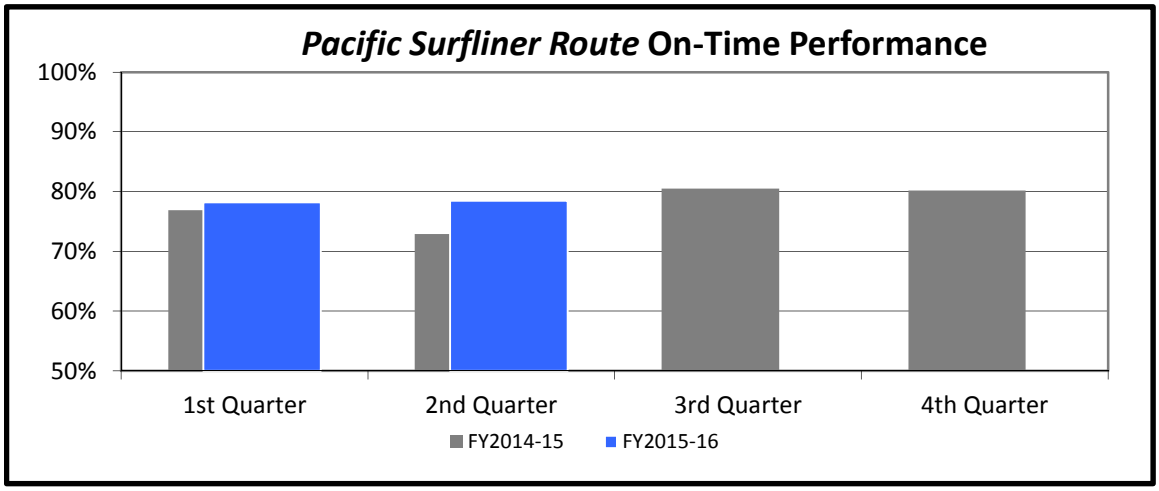
RIDERSHIP

Ridership on the Pacific Surfliner Route for the second quarter of FY 2015–16 was 685,297, an increase of 3.7 percent when compared to 660,980 reported in the corresponding quarter of FY 2014–15.



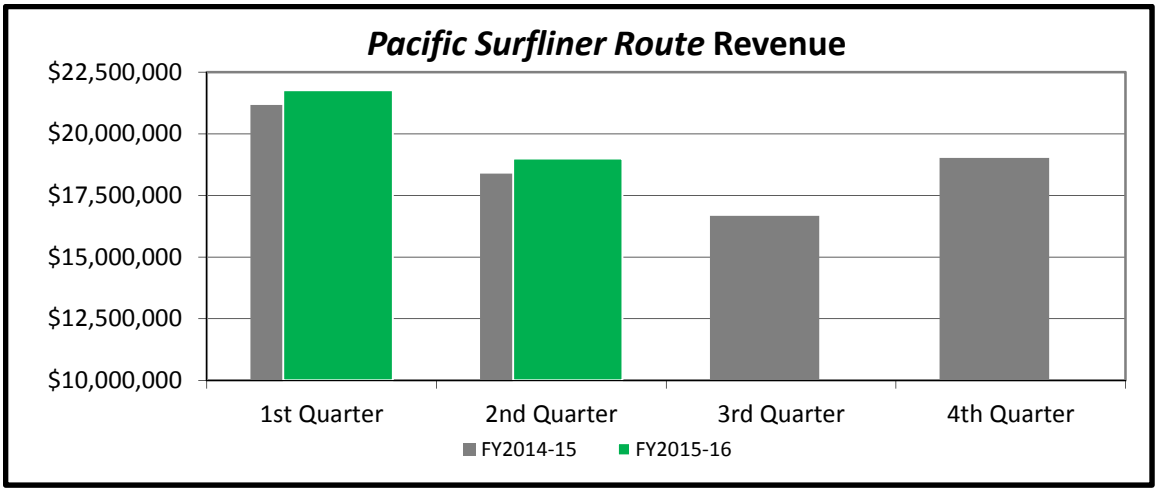
ON-TIME PERFORMANCE

The On-Time Performance (OTP) for the Pacific Surfliner Route for the second quarter of FY 2015–16 was 78.5 percent, an increase of 5.6 in percentage points when compared to 72.9 percent reported in the corresponding quarter of FY 2014–15.



REVENUE and FAREBOX RATIO

Revenue for the Pacific Surfliner Route for the second quarter of FY 2015–16 was $18,993,985, an increase of 3.3 percent when compared to $18,381,465 reported in the corresponding quarter of FY 2014–15. Expenses for the second quarter of FY 2015–16 were $24,226,604, a decrease of 12.4 percent compared to $27,659,972 reported in the corresponding quarter of FY 2014–15, resulting in a farebox ratio increase of 11.9 percentage points.



The following table provides further detail on the ridership, revenue, expenses, farebox ratio, and on-time performance for the Pacific Surfliner Route for the second quarter of FY 2015–16 compared to the corresponding quarter of FY 2014–15:

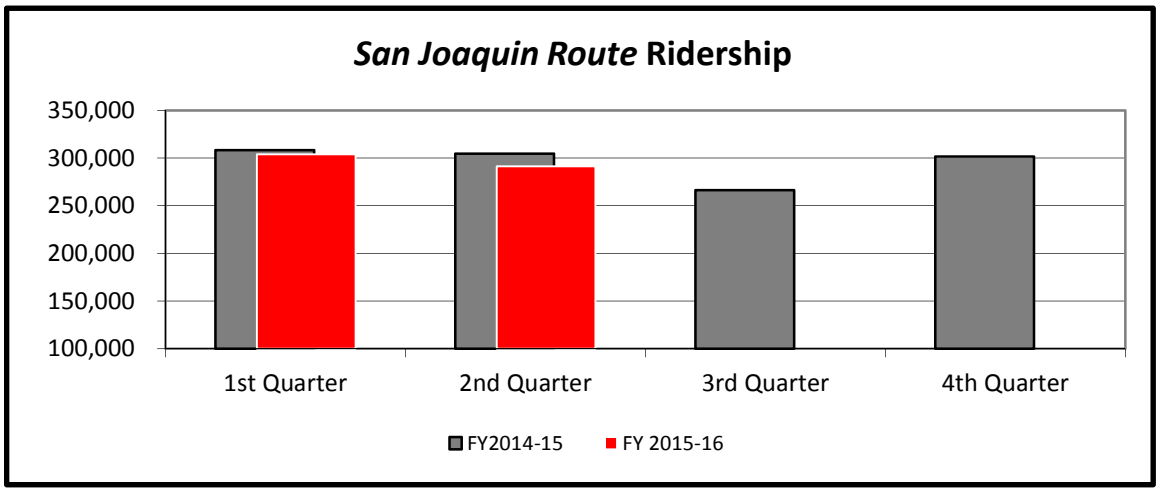
State-Supported Intercity Passenger Rail - 2nd Quarter 2015-16 Pacific Surfliner Route				
	ACTUAL RESULTS			
	2nd Qtr 2015-16	2nd Qtr 2014-15	Difference	Percent Change
Ridership	685,297	660,980	24,317	3.7%
Revenue	$ 18,993,985	$ 18,381,465	$ 612,520	3.3%
Expense	$ 24,226,604	$ 27,659,972	$ (3,433,368)	-12.4%
Farebox Ratio	78.4%	66.5%	11.9 PP	
End Point On-Time Performance	78.5%	72.9%	5.6 PP	

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.

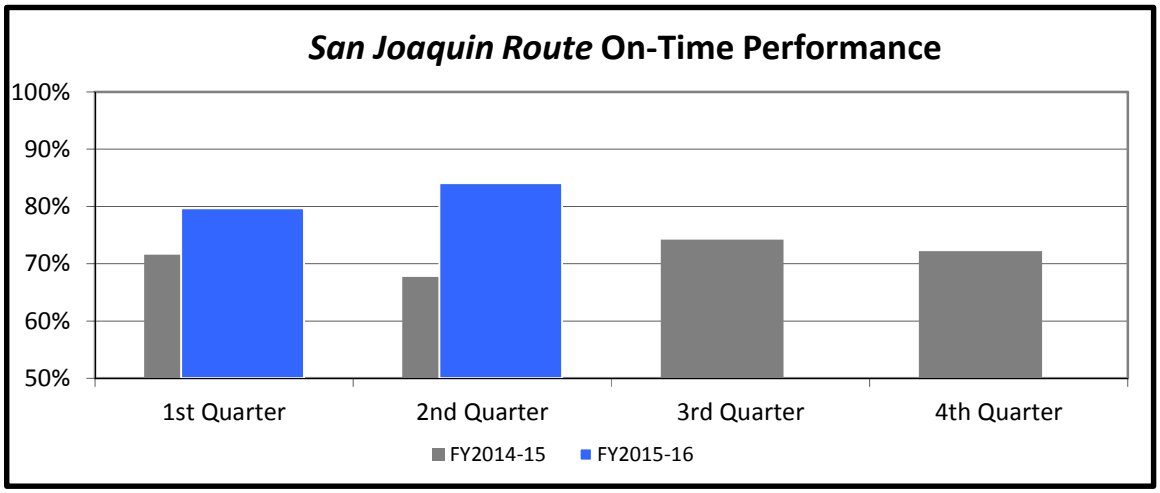
RIDERSHIP

Ridership on the San Joaquin Route for the second quarter of FY 2015–16 was 291,406, a decrease of 4.4 percent when compared to 304,834 reported in the corresponding quarter of FY 2014–15.



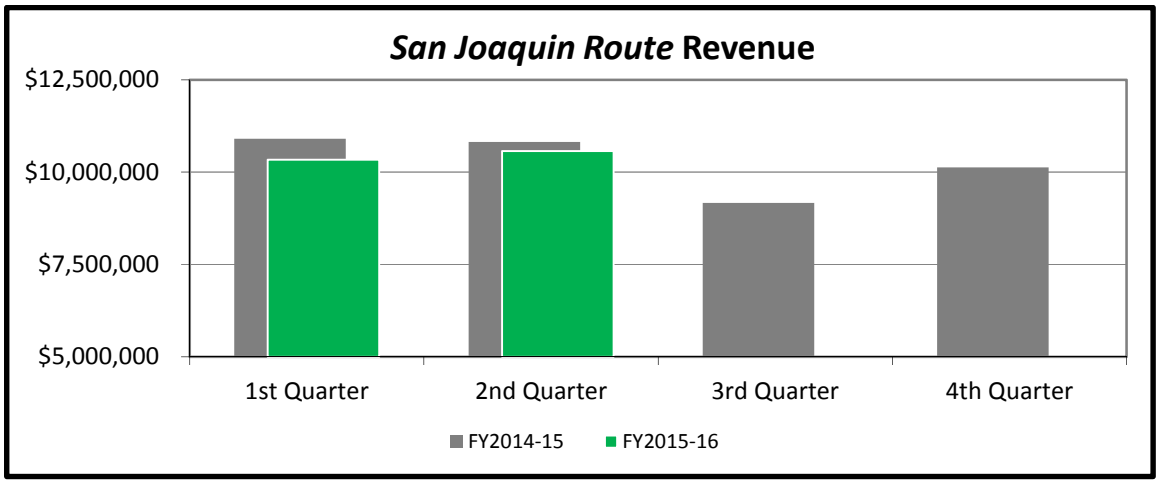
ON-TIME PERFORMANCE

The OTP for the San Joaquin Route for the second quarter of FY 2015–16 was 84.1 percent, an increase of 16.4 in percentage points when compared to 67.7 percent reported in the corresponding quarter of FY 2014–15.



REVENUE and FAREBOX RATIO

Revenue for the San Joaquin Route for the second quarter of FY 2015–16 was $10,568,535, a decrease of 2.3 percent when compared to $10,822,587 reported in the corresponding quarter in FY 2014–15. Expenses for the second quarter of FY 2015–16 were $19,305,237, a decrease of 11.9 percent compared to $21,902,411 reported in the corresponding quarter of FY 2014–15, resulting in a farebox ratio increase of 5.3 percentage points.



The following table provides further detail on the ridership, revenue, expenses, farebox ratio, and on-time performance for the San Joaquin Route for the second quarter of FY 2015–16 compared to the corresponding quarter in FY 2014–15:

State-Supported Intercity Passenger Rail - 2nd Quarter 2015-16 San Joaquin Route				
	ACTUAL RESULTS			
	2nd Qtr 2015-16	2nd Qtr 2014-15	Difference	Percent Change
Ridership	291,406	304,834	(13,428)	-4.4%
Revenue	$ 10,568,535	$ 10,822,587	$ (254,052)	-2.3%
Expense	$ 19,305,237	$ 21,902,411	$ (2,597,174)	-11.9%
Farebox Ratio	54.7%	49.4%	5.3 PP	
End Point On-Time Performance	84.1%	67.7%	16.4 PP	

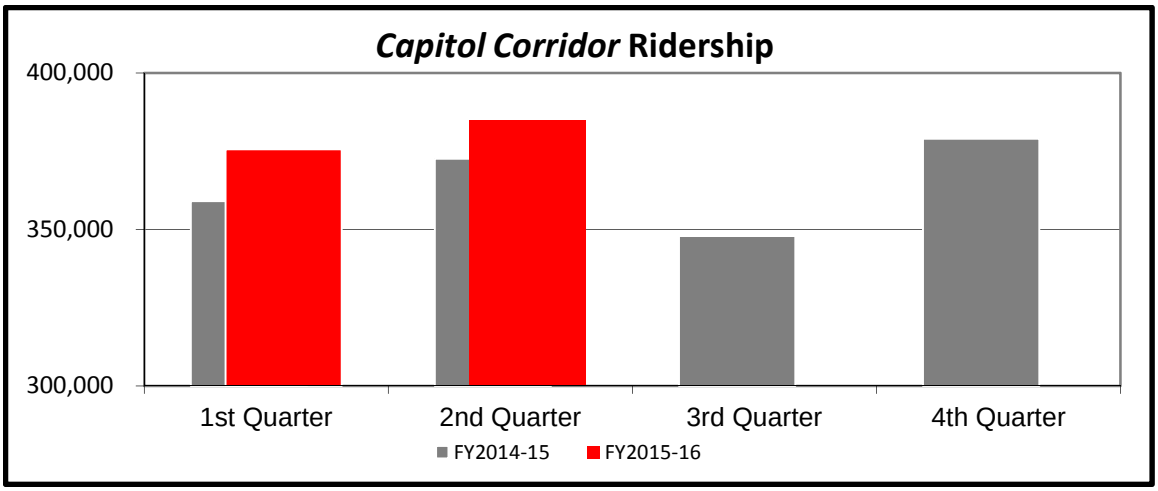
PP - Percentage Points

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.

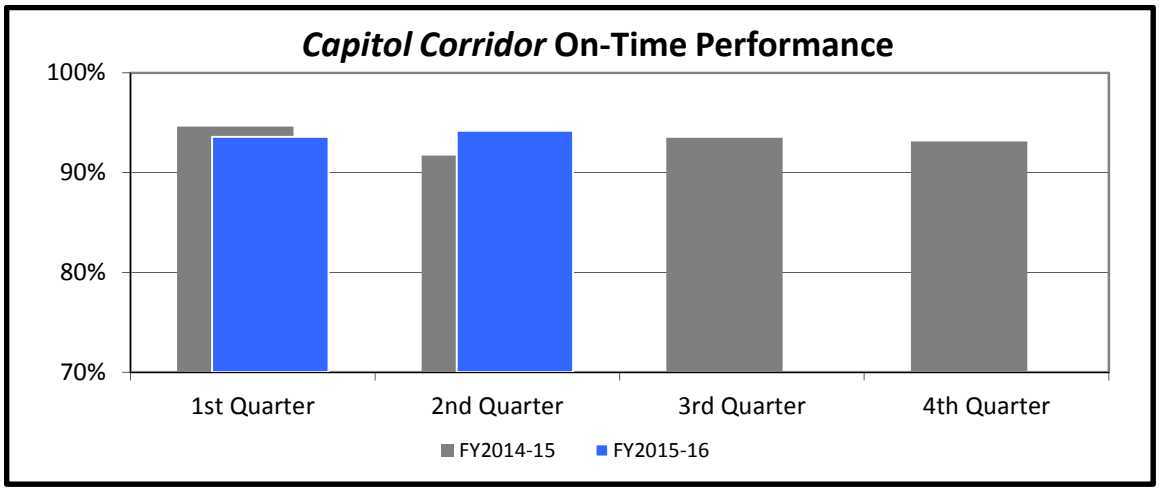
RIDERSHIP

Ridership on the Capitol Corridor for the second quarter of FY 2015–16 was 384,878, an increase of 3.3 percent when compared to 372,560 reported in the corresponding quarter of FY 2014–15.



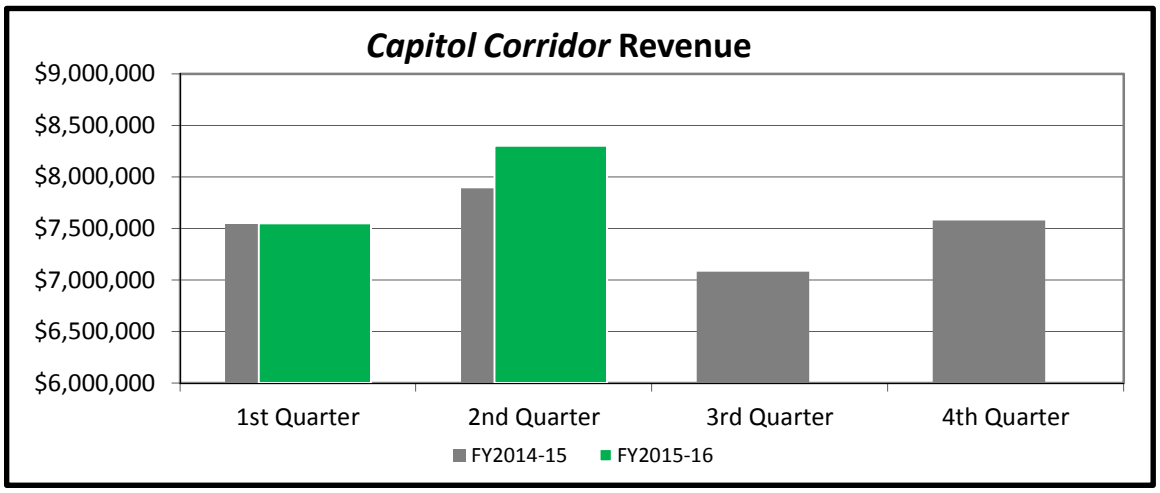
ON-TIME PERFORMANCE

The OTP for the Capitol Corridor for the second quarter of FY 2015–16 was 94.2 percent, an increase of 2.5 percentage points when compared to 91.7 percent reported in the corresponding quarter of FY 2014–15.



REVENUE and FARE BOX RATIO

Revenue for the Capitol Corridor for the second quarter of FY 2015–16 was $8,302,113, an increase of 5.3 percent when compared to $7,887,772 reported in the corresponding quarter in FY 2014–15. Expenses for the second quarter of FY 2015–16 were $14,307,875, a decrease of 0.7 percent compared to $14,412,226 reported in the corresponding quarter of FY 2014–15, resulting in a farebox ratio increase of 3.3 percentage points.



The following table provides further detail on the ridership, revenue, expenses, farebox ratio and on-time performance for the Capitol Corridor for the second quarter of FY 2015–16 compared to the corresponding quarter in FY 2014–15:

State-Supported Intercity Passenger Rail - 2nd Quarter 2015-16 Capitol Corridor				
	ACTUAL RESULTS			
	2nd Qtr 2015-16	2nd Qtr 2014-15	Difference	Percent Change
Ridership	384,878	372,560	12,318	3.3%
Revenue	$ 8,302,113	$ 7,887,772	$ 414,341	5.3%
Expense	$ 14,307,875	$ 14,412,226	$ (104,351)	-0.7%
Farebox Ratio	58.0%	54.7%	3.3 PP	
End Point On-Time Performance	94.2%	91.7%	2.5 PP	

PP - Percentage Points

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: March 16-17, 2016

Reference No.: 3.8
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **FY 2015-16 SECOND QUARTER PROJECT DELIVERY REPORT**

Attached is the California Department of Transportation's Fiscal Year 2015-16 Second Quarter Project Delivery Report.

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Second Quarter
Fiscal Year 2015-16
Project Delivery Report

Quarterly Report to the California Transportation Commission

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Construction: Projects Constructed ---------- Pg 21
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(B) Caltrans Fiscal Year 2015-16 State Highway Operations and Protection Program Project Closeout ---------- Pg 29

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.

Performance Measures

Our Commitment to Delivery

Delivery of transportation capital programs is one of the most essential functions that Caltrans performs to preserve, protect, and enhance 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 fatalities and serious injuries resulting from traffic accidents. System expansion projects reduce congestion by adding lanes or constructing highways.

Measuring and reporting performance on project milestones shows how well we are meeting our commitments to deliver projects as promised in our primary work programs: the State Transportation Improvement Program, the State Highway Operations and Protection Program, and for local projects where we are providing project services.

Measures – 2nd Quarter Fiscal Year 2015-16

Measure	Year-To-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Goal	Status
	Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent	
Project Approval, Environmental Documents									
Draft Environmental Documents Completed	28	35	80	82	34	78	95	80	✓
Projects Approved	120	154	78	263	46	254	97	90	✓
Right of Way: Projects Certified									
Projects Certified	84	72	117	260	32	258	99	100	☒
Allocation Funds Committed (millions)	$72	NA	NA	$144	50	$144	100	100	✓
Delivery: Projects Designed and Ready for Construction									
Projects Designed and Ready for Construction	50	56	89	244	20	243	99	100	☒
Capital Value Ready for Allocation (millions)	$249	$409	61	$2,052	12	$1,917	93	100	☒
Construction: Projects Constructed									
Contracts Accepted	117	127	92	209	56	203	97	95	✓

Measure	Year-To-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Goal	Status
	Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent	
Closeout Costs									
State Transportation Improvement Program Costs (millions)	**$1,423**	**$1,468**	**97**	**NA**	**NA**	**NA**	**NA**	**< 100**	✓
State Highway Operations and Protection Program Costs (millions)	**$615**	**$702**	**88**	**NA**	**NA**	**NA**	**NA**	**< 100**	✓

Legend

✓ 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 project 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. While this report is intended to reflect information at the end of the reporting period, information for narratives provided for the project watch list is updated up to the time the report is published to provide the most accurate information as possible.

Budget Risks (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 fiscal year 2014-15, 96 percent of construction projects were completed within the Commission's capital allocation and Caltrans' delegated funding authority.

As of February 1, 2016, Caltrans had 676 projects valued at $8.3 billion under construction. We have identified risks below on 28, or 4.1 percent of the projects in construction. Caltrans is categorizing risks and the potential for supplemental funds for projects in construction as follows:

Status	Projects	Construction Capital	Construction Support	Risk	Approved Budget	Notes
Construction Projects Completed or Nearly Complete	8	7		$15-20 million	Construction Capital $ 258 million	If supplemental funds are needed, this will occur in the next six months.
			3	$40-45 million	Construction Support $ 106 million	If supplemental funds are needed, this will occur in 6 months to 2 years (or more).
Construction Projects in Progress	20		10			
		15		$160-170 million	Construction Capital $ 809 million	If supplemental funds are needed, this will occur in 6 months to 2 years (or more).
TOTALS	28	22	13			

Note: Projects stricken are excluded from project counts

Last Updated: 2/23/16

Risks of needing supplemental funds are categorized as:

VH Very High H High M Moderate L Low

Category trends are defined as: ↑ Higher, = Same, or ↓ 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
SJ	99	Manteca Widening phase 1	Bond, STIP	$31.6	$5.0	VH =	Construction Capital
						VH =	Construction Support
Additional funds are needed for construction support over-expenditures and to provide enough funding to close out the project. The proposed plan is to transfer construction support savings from Manteca Widening Phase 2.							
Mer	99	Plainsburg Road Freeway	Bond, STIP	$53.1	$8.3	VH =	Construction Capital
						VH =	Construction Support
Additional funds of are needed for construction support over-expenditures and to provide enough funding to close out the project. The proposed plan is to request an amendment to transfer savings from Construction Capital to Construction Support. Additional support cost were required to process over 50 Contract Change Orders. It is anticipated that the savings from Construction Capital will be adequate to complete final project closeout, including right of way monumentation and claims work.							
Sol	80/12	WB I-80 to SR 12 Connector and Green Valley Rd Interchange	Bond, STIP	$56.4	$21.5	VH =	Construction Support
Supplemental funds are needed to complete contract administration due to design changes caused by differing site conditions and staging conflicts that added working days to the contract. A supplemental funds request will be prepared for the March meeting.							
VEN	101	Bridge Replacement and Widening	SHOPP, STIP	$84.6	$21.3	VH A	Construction Capital
Additional funding is needed for arbitration settlement. A supplemental funds request for additional construction capital has been prepared for the March meeting.							
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.							
SM	1	Devil's Slide Envronmental Commmitments	STIP, SHOPP	$5.9	$5.0	H =	Construction Capital
Additional funds are needed to resolve environmental requirements. There is an environmental obligation for mitigation requirements. The project will be delayed one year due to lack of available federal, SHOPP, and STIP funds in fiscal year 2015-2016.							
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.							
LA	405	Widen Highway	SHOPP	$22.3	$13.5	L =	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. There is a balance of contingency funds that may be sufficient to cover claims.							
Sut	99	Riego Road Interchange	SR99 Bond	$20.0	$7.0	D	Construction Support
~~*Project is complete. There is a small balance of support funds. It is anticipated that the balance will be adequate to complete final project closeout, including right of way monumentation and claims work. There is a low risk that additional support may be needed if claims are more than anticipated.*~~ *The risk is being managed within current budget. There is no need for supplemental funds.*							
But	99	Chico Auxiliary Lanes	STIP, Bond	$28.0	$9.9	D	Construction Capital
~~*Additional funds will be needed to close-out the construction contract due to claims that have been agreed upon by Caltrans. The contract is complete.*~~ *Funds approved at January meeting.*							

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
Tuo	108	Sonora Bypass	Bond, STIP	$27.0	$14.4	D	Construction Capital

~~Storm water fine exceeds remaining budget. Responsibility for payment of fine has been passed on to the contractor. The contractor has included the fine as a potential claim. Potential for additional funds is dependent on whether state or contractor is determined to be responsible for payment. Project went into mediation in September, 2015, and a judgment was made that Caltrans owes the contractor additional money. Proposed for an upcoming Commission meeting will be a supplemental funds request to settle the judgment.~~ Funds approved at January meeting.

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
Ora	39	Curb Ramps	SHOPP	$2.4	$1.9	D	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.~~ The claim has been settled and final estimate has been submitted. There is no need for supplemental funds.

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	VH	Construction Capital
						H A	Construction Support

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. Potential for additional support funds due to delays in completing construction. Caltrans is closely monitoring and managing remaining budget.

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
LA	1	Repair failed slope	SHOPP	$7.3	$3.5	VH	Construction Capital

As a result of inverse law suit from adjacent property owner, additional funds are required to redesign and construct a taller wall. Caltrans Legal has reached an agreement to settle with the property owner on a wall to be constructed to mitigate the land slide. Because the project has been under suspension for an extended period of time, the contractor will likely be requesting a contract price adjustment and delay claim expenses, requiring additional funding to re-start the project.

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
LA	47	Schuyler Heim Bridge	SHOPP	$247.3	$32.6	VH	Construction Capital
						VH	Construction Support

Potential for additional funds due to differing site conditions in foundations, right of way delay issues with Port of Long Beach, 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. Based on the risk management and exposure report dated July, 2015, to cover claims and contract change orders, there's a significant funding shortfall in construction capital funds. The current budget was supplemented within existing budget authority (G-12 authority) in September 2015. A Supplemental Funds Request has been prepared for the March meeting.

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
Men	101	Willits Bypass	STIP	$209.1	$99.7	M	Construction Capital
						VH	Construction Support

Additional funds for construction capital were approved in Dec. 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. 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 the potential of a one year delay. The project is 87% complete. Construction support (grandfathered STIP-IIP funding) expenditures significantly exceed the programmed budget. The construction support budget was not supplemented when construction capital was in 2014, and the programmed support component pre-dates SB45 STIP changes and is based on old estimates.

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
Mad	99	Avenue 12 Interchange	Bond, STIP	$69.4	$14.8	VH	Construction Support

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.

Cty	Rte	Description	Program★	Capital $◊	Support $◊	Risk	Component
SJ	99	South Stockton 6-Lane Widening	Bond, STIP	$114	$15.5	VH A	Construction Support

Additional funds for construction support are needed due to right of way delays to the construction work. The Construction and Maintenance Agreement with BNSF Railroad was approved on 07/12/13 but construction began eight months sooner on 12/03/12. Additional delays as a result of utility relocation work have also added working days to the contract. The Project Development Team is working on reducing the estimate at complete to create a more accurate estimate of the additional funds required for construction support. The proposed plan is to transfer savings from R/W capital to construction support.

LA	10	Flyover Connector	SHOPP	$67.5	$12.7	VH ↑	Construction Capital

Project contingency budget 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 eliminate a major risk. Caltrans may need additional funds to pay for contractor's claims in order to close-out the project. Supplemental funds request has been prepared for March meeting.

LA	710	Long-life pavement	SHOPP	$119.3	$31.2	VH ↑	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	39	Repair failed slope	SHOPP	$1.5	$0.6	VH A	Construction Capital

A supplemental funds request will be required due to unforseen site conditions that affected both construction and traffic handling activities. During construction it was discovered that six support piles for a retaining wall needed to be extended in order to reach underlying bedrock. Changes to temporary traffic control systems were also required after consultation with CHP. Instead of a using a temporary signal, flaggers will be used to direct vehicles and bicyclists through the construction site. Additional funds will be requested at the March meeting.

LA	18	Replace Bridge Deck	SHOPP	$2.7	$1.0	VH A	Construction Capital

Additional funding needed for changes to bridge deck, contractor claims, delays and increases to traffic control. A supplemental funds request for has been prepared for the March meeting. Additional funds may also be needed in the future to reimburse the County of San Bernardino for repairing damage to their roads caused by a traffic detour during construction. Additionsl funds will be requested at the March meeting.

SM	101	San Francisquito Bridge Replacement	SHOPP	$9	$2.8	VH A	Construction Support

Additional funds are needed to complete contract administration due to unanticipated expenditures. These included response to local concerns traffic impact of over long-term closure of auxiliary lanes, restaging of construction, and additional creek management and flood control due to El Nino season.

Sac	Var	High Friction Surface Treatment	SHOPP	$2.4	$0.5	H =	Construction Capital

Patent issues and multiple unsuccessful attempts to place high surface friction treatment (HFST) have resulted in the decision to remove the HFST work from the contract. Potential need for additional funds to cover item adjustment costs associated with reduced item work as well as potential claims.

Tul Fre	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 =	Construction Capital
						H =	Construction Support

Potential for additional funds to settle claims. Capital and support costs have been increased due to discovering unexpected utility conflicts.

SBd	138	Widening (Phase 1A)	STIP	$52.0	$30.3	H =	Construction Support

Construction support has increased due to resolving numerous project conflicts with design, right of way, and environmental clearance, and cost escalation.

SBd	138	Horsethief Creek Br Replacement	SHOPP	$6.5	$1.2	H A	Construction Capital

The project was awarded using most of the available G-12 funding capacity, leaving little funding capacity available during construction. Contract will be delayed approximately 10 months due to various changes in contract: access for construction was revised requiring RW and environmental clearances; design conflicts and reviews of precast girders shop drawings; additonal testing for CIDH piles and anomalies encountered in bridge piers that may require a non conventional mitigation plan. Piles were recently cored to determine the extent of anomalies and a report is forthcoming. The potential for additional funds may be needed for mitigation for piers and for additional TRO due to delay in contract acceptance.

Cty	Rte	Description	Program✶	Capital $◊	Support $◊	Risk	Component
SM	101	Broadway Interchange	STIP/Local Funds	$51.2	$8.0	H A	Construction Support

Construction support cost may need additional funds, as a major incident occurred at the project site, where a PG&E tower was knocked-down by the contractor, closing the entire highway for a weekend. This caused unanticipated (additional) support cost expenditures.

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. Costs have been managed by denying request for building upgrades, establishing early coordination with contractor on potential cost increases, and negotiated re-painting to reduce costs. The remaining balance of Caltrans funding authority (G-12) was approved to settle claims made to date, however, there is now a higher risk on recent claims by the contractor that may require the need for supplemental funds. In addition, Caltrans has initiated change orders to meet various inspection requirements that will require supplemental funding. Those change orders include water well valve installation, ADA facility modifications, safety requirements and building modifications requested by CHP.

Son	12	Laguna De Santa Rosa Bridge	SHOPP	$11.2	$6.8	M =	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.

Sha	5	Bridge Replacement	SHOPP	$125.0	$43.0	M =	Construction Capital

Additional funds may be needed to settle 33 outstanding claims due to differing site conditions on foundations. Dispute resolution hearings, partnering, and negotiations efforts continue. Working through results and disputes with legal. Caltrans believes claims have no merit.

Cty	Rte	Description	Program✶	Capital $◊	Support $◊	Risk	Component
SJ	12	Bouldin Island Rehabilitation	SHOPP	$35.9	$9.7	D	Construction Capital

~~*Request for additional funds is proposed for the January meeting. The placement of the embankment/surcharge on the new alignment started in March, 2014. In October, 2014, inspectors noticed excessive settlement of the embankment near the Mokelumne River Bridge. It was decided to move the embankment east to avoid the failure. Subsequently, the failure continued but has recently stablized. The recommended alternative to repair the embankment failure will require supplemental funds.*~~ *Funds approved at January meeting.*

Construction Partnership Projects In Progress
Local Agencies Implementing Agencies

Risk	Approved Budget	Notes
As mega-projects (capital > $500 million), the project funding is a mix of multiple funding sources, including State funds allocated by the commission.	$2.0 Billion	If supplemental funds are needed, this will occur in the next 6 months to 2 years (or more).
Mega projects carry their own unique risks, which are not quantified as part of this report.		

Cty	Rte	Description	Program✶	Capital $◊	Support $◊	Risk	Component
LA	710	Gerald Desmond Bridge	Local, Bond, SHOPP	$1,156.0	Design Build	VH ↑	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 anticipated that additional funds will be necessary to complete project for a number of known future expenditures, as well as potential risks identified in the risk management plan. A funds request for a portion of the shortfall is anticipated for the June or August meeting. On July 13th, 2015 the Port of Long Beach approved an increase in the project budget. Funding for the increase has not been identified at this time. The Buy America issue has been resolved. FHWA recently approved to make the iron and steel material used for Oxy/Tidelands oilfield relocation work ineligible for federal funding.

SF	101	Doyle Drive	STIP, SHOPP, Local	$992.9	$50.8	H =	Construction Capital
						H A	Construction Support

Commissioners on the project delivery council were briefed on the project on March 18, and again on June 17, 2015. Additional funds for construction support are needed to provide oversight through final acceptance.

Sta	99	Pelandale Ave Interchange	Bond	$4.3	$54.6	M =	Construction Support

Forecasted costs for construction support exceed the approved budget (bond funded). Local agency has identified potential capital savings and is working on a revised funding plan.

Right of Way Adjustments to be made after Completion of Construction

Caltrans reports the final estimated costs at completion for State Transportation Improvement Program (STIP) funded right of way after construction contract acceptance. If the right of way final estimate at completion exceeds 120 percent of the programmed amount, a debit will be made against county or Interregional Improvement Program shares in the subsequent STIP programming cycle. Caltrans estimates the potential for right of way adjustments as follows:

Right of Way	Risk	Approved Budget (STIP portion)	Notes
Right of Way costs for projects in construction that exceed 120 percent of programmed budget.	$ 40 - 45 million	Right of Way $ 71 million	Adjustments (debits) to right of way costs, if needed will occur after construction is complete.

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
Men	*101*	*Willits Bypass*	*STIP*	*$209.1*	*$99.7*	VH =	*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 will likely be a county share debit adjustment of right of way at completion of construction.

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.

SBd	*138*	*Widening (Phase 1A)*	*STIP*	*$52.0*	*$30.3*	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.

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
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.

LA	*5*	*Carmenita Interchange*	*STIP, Local*	*$340.2*	*$54.9*	M =	*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 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 increased right of way costs. At completion of construction, the final estimated right of way costs will be updated, and there will likely be a subsequent debit made (dependent on local money added) against county shares in the subsequent STIP programming cycle.*~~ *Locals have agreed to cover cost increases by debit against future county shares from STIP programming. Final right of way cost will be reported at closeout.*

Preconstruction Projects

Caltrans estimates construction capital risks for preconstruction projects as follows:

Preconstruction Projects	Risk	Approved Budget	Notes
Projects with bid results higher than budget - 9 projects	$ 35-40 million	Construction Capital $ 93 million	Results dependent on bid results, likely within next six months.
Project estimates for allocation that exceed 120 percent of construction capital budget - 3 projects	$ 5-6 million	Construction Capital $ 7 million	If additional funds are needed, it will most likely occur within the next six months.

Note: Projects dropped excluded from Project counts.

Projects With Bid Results Higher than Budget

Cty	Rte	Description	Program★	Capital $◊	Support $◊	Risk	Component
Ala	*580*	*Ramp Pavement Rehabilitation*	*SHOPP*	*$2.8*	*$1.1*	H ↓	*Construction Capital*

~~Bid results were higher than the engineer's estimate due to the number of locations, new and unique construction techniques, and restrictive work windows that only allow for work to be performed at night. The construction capital estimate was increased during preliminary engineering, however, bid results were still higher than anticipated.~~ At the January 2016 meeting the CTC did not approve the request for supplemental funds and directed the department to repackage and readvertise the project. There is a risk that bids could still be higher than current allocation.

Ora	*73*	*Widen Roadway*	*SHOPP*	*$1.9*	*$1.9*	VH =	*Construction Capital*

The project was recommended for award using G12 authority but the lowest bidder was found to be non-responsive. The second lowest bidder is slightly higher than G12 authority and will require a supplemental request to award. A supplemental funds request has been prepared for the March meeting.

LA	*405*	*Install Concrete Barrier & MBGR*	*SHOPP*	*$11.2*	*$3.5*	VH A	*Construction Capital*

Bids were higher than the engineer's estimate. District will be requesting supplemental funds at the March meeting.

LA	*47*	*Bridge Seismic Restoration*	*SHOPP*	*$28.7*	*$9.0*	VH A	*Construction Capital*

Bids were higher than the engineer's estimate. District will be requesting supplemental funds at the March meeting.

Ker	*58*	*SR 58 Friction Surface*	*SHOPP*	*$0.3*	*$0.4*	M ↓	*Construction Capital*

Additional funds may be needed to award the contract. Potential increase in estimate due to innovative construction method.

Men	*101*	*Willits Mitigation Riparian Wetland*	*STIP*	*$26.3*	*$3.0*	M =	*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.~~ Contracts for this project awarded to date are within approved allocation at May 2013 meeting. 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.

SC	*9*	*Upgrade Bridge Rail*	*SHOPP*	*$1.6*	*$0.50*	M =	*Construction Capital*

Additional funds may be needed to award the contract. Bids were higher than engineers estimate.

Fre	*168*	*Auberry Road Roundabout*	*SHOPP*	*$3.2*	*$3.0*	M A	*Construction Capital*

Additional funds may be needed to award the contract due to the complicated stage construction to construct the roundabout.

Ala	*880*	*Median Barrier*	*SHOPP*	*$35.8*	*$6.0*	M A	*Construction Capital*

Bid protests have delayed award of the contract. If it becomes necessary to award to other than the apparent low bidder, additional SHOPP funds may be requested from CTC or a readvertisement may be required.

Sha	*5*	*Seismic Retrofit*	*SHOPP*	*$13.1*	*$6.1*	D	*Construction Capital*

~~Bids were higher than expected for the project. Additional funds were secured from the Office of Traffic Safety to allow the project to be awarded within G12 authority. The District is proposing to award to the lowest bidder, however, analysis of the bids is ongoing. If the two lowest bidders are found ineligible then the District may need to request a supplemental request to award.~~ Project has been awarded within approved funding.

Cty	Rte	Description	Program✶	Capital $◊	Support $◊	Risk	Component
Sha	Var	High Reflective Signs	SHOPP	$2.0	$0.7	D	Construction Capital

~~Bids were higher than anticipated for the project but are within G12 authority. Instead of delaying the project by redesigning to reduce the scope, the District will use part of the contingency to award the project. In the event that the capital budget is insufficient, sign locations will be removed during construction.~~ Project has been awarded within approved funding.

Cty	Rte	Description	Program✶	Capital $◊	Support $◊	Risk	Component
Sis	161	Pavement Rehabilitation	SHOPP Minor	$1.0	$1.0	D	Construction Capital

~~This portion of State Route 161 is in desperate need of rehabilitation. Because the route is considered low priority and does not qualify for SHOPP Major funding, the District used SHOPP Minor funds to prevent further degradation of the roadway.~~ Funds voted at January meeting.

Project Estimates for Allocation That Exceed 120 Percent of Construction Capital Budget

Cty	Rte	Description	Program✶	Capital $◊	Support $◊	Risk	Component
Kin	43/137	Whitley Avenue Intersection Improvements	SHOPP	$2.4	$2.0	VH =	Construction Capital

Additional funds may be needed to advertise project. Potential increase in estimate due to recent high bids on similar roundabout project for traffic control system and various items of work involving concrete (curbs, sidewalks, splitter islands and truck aprons).

Cty	Rte	Description	Program✶	Capital $◊	Support $◊	Risk	Component
Slo	101	Major Damage, Bridge Rail Replacement	SHOPP	$1.5	$0.7	VH =	Construction Capital

Additional funds are needed to advertise this permanent restoration project. The latest capital estimate is over the programmed budget due to increases in material costs, addition of safety features, changes in construction techniques, and increases in traffic control. Support resources do not adequately capture the amount of work required for the revised capital estimate and need to be increased accordingly. Additional funds will be requested at the March meeting. Project reached RTL on January 21, 2016.

Cty	Rte	Description	Program✶	Capital $◊	Support $◊	Risk	Component
Men	101	Willits Bypass Fish Passage	STIP	$2.3	$1.2	VH ↑	Construction Capital

Potential delivery risk due to construction scenarios. Latest capital cost estimate is over programmed budget and includes fish passage restoration at both the north and south forks (north fork was not scoped or budgeted for, but is now required mitigation by California Department of Fish and Wildlife). Locals (Mendocino County) proposed to cover 15% of construction capital increases. Project is also shown as a delivery risk on subsequent pages. A supplemental funds request is being prepared for the May meeting.

Schedule Risks (Allocation Extension)

In managing delivery, Caltrans is taking intelligent and reasonable risks to deliver projects. In the past ten years, Caltrans has delivered 2,726 out of 2,751 projects committed, or 99.1 percent.

Contract For Delivery (CFD) Projects with Significant Risk to Miss Delivery in Fiscal Year

Risks of needing an allocation extension request are categorized as:

VH Very High H High M Moderate L Low

Category trends are defined as: ↑ Higher, = Same, or ↓ 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.

FY 15-16 CFD Projects That Will Not be Delivered

Caltrans has 244 projects valued at $2.1 billion in the FY 15-16 Contract for Delivery.

Cty	Rte	Description	Program✶	Capital $◊	Support $◊	Risk	Component
Mpa	*140*	*Restore 2 Lane Access and Construct Rockshed*	*SHOPP*	*$96.1*	*$29.2*	VH =	*Fiscal Year Delivery*

A significant rockslide occurred at the project site in November of 2015. The rockslide revealed that the area of instability is larger than previously estimated. The project is in winter suspension on this Construction Manager/General Contractor pilot project and the site has been secured to prevent injury. Stakeholders and media outlets have been contacted to inform them of the current situation. The site is being monitored and geotechnical studies are ongoing to determine a course of action.

FY 15-16 CFD Project Risks

High to Very High Risk Delivery

Cty	Rte	Description	Program✶	Capital $◊	Support $◊	Risk	Component
Imp	*98*	*Widen From 2 to 4 Lanes*	*STIP*	*$8.2*	*$4.2*	VH =	*Fiscal Year Delivery*

Right of way certification is a major risk to delivery. A Construction and Maintenance agreement was determined unacceptable by the railroad therefore the project is moving forward with a request for an easement from the railroad.

SD	*76*	*Intersection Improvement and Curve Realignment*	*SHOPP*	*$12.4*	*$5.6*	VH A	*Fiscal Year Delivery*

Right of Way Certification is a major risk to delivery. A Second Level Review is scheduled for one parcel in February 2016 and owner is contesting project alternative.

Tul	*190*	*Lairds Rehabilitation*	*SHOPP*	*$23.0*	*$7.5*	VH A	*Fiscal Year Delivery*

Right of way certification is a major risk due to the anticipated delays to receive the utility relocation maps from Sothern California Edison (SCE).

Ala	*880*	*Lake Merritt Channel Railroad Bridge Replacement*	*SHOPP*	*$11.3*	*$3.6*	VH ↑	*Fiscal Year Delivery*

The project requires extensive coordination with several environmental permitting agencies. As the owner/operator of the newly constructed bridge, Union Pacific Railroad will be the applicant for the environmental permits. The risk is that Union Pacific Railroad may not agree with the conditions of the permitting agencies, and therefore the permits may not be issued or may be delayed. Additional risk includes complex utility relocations involving Kinder Morgan pipelines and other utility companies.

Nap	*29*	*Replace Napa River Bridge*	*SHOPP*	*$10.6*	*$6.3*	H =	*Fiscal Year Delivery*

The risk is related to complex valuations and negotiations with adjacent property owners (Fee and Temporary Construction Easements). Resolution of Necessity (RON) is anticipated at the March meting. If property owner(s) request for an appearance to challenge the RON there may be insufficient lead time to complete the right of way certification in the fiscal year.

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
Tul	99	Betty Drive Interchange	STIP/Local	$56.0	$10.7	H =	Fiscal Year Delivery
Right of way certification is a major risk to delivery due to a pending Construction and Maintenance agreement with two railroad companies. In addition, one parcel owner has requested to appear before the commission.							
Ker	99	Famoso Bridge Replacement	SHOPP	$20.6	$7.1	H A	Fiscal Year Delivery
Right of way certification is a major risk to delivery if adjacent property owner request an appearance at the commision meeting.							
Tul	190	Lairds Corner Roundabout	SHOPP	$3.9	$2.5	H A	Fiscal Year Delivery
Right of way certification is a major risk due to the anticipated delays to receive the utility relocation maps from Sothern California Edison (SCE).							
Hum	169	Repair Slipouts	SHOPP	$5.1	$2.7	H A	Fiscal Year Delivery
Right of way certification is at risk due to two acquisitions that may be delayed and a delay in securing a disposal site (on tribal lands) for excess material that will be generated during construction.							

Moderate to Low Risk Delivery

Cty	Rte	Description	Program*	Capital $◊	Support $◊	Risk	Component
LA	138	Widen From 2 to 4 Lanes	STIP	$7.8	$7.0	M ↓	Fiscal Year Delivery
Right of way certification is a major risk to delivery. At least two property owners requested appearance before CTC, objecting to the resolution of necessity. During the first level review, one parcel owner showed flexibility and willingness to work with Caltrans and the appearance request has been rescinded. The second owner is requesting realignment of the project to avoid his property and/or asking for about 10 times the appraised value and indicated that he is collecting signatures from the community to petition Caltrans for realignment of the project and insists on appearing before of CTC. Caltrans condemnation panel (Second Level Review) is scheduled in February 2016 and the CTC appearance is planned for May 2016 meeting. During the Second Level Review, the second property owner agreed to terms with Caltrans and rescinded the request to appear before the CTC.							
Hum	254	Replace Bridge Rails, Widen Shoulder	SHOPP	$3.6	$3.8	M =	Fiscal Year Delivery
Potential risk for litigation due to proximity to redwood trees. Review by permitting agencies may delay environmental clearance. Expecting to deliver project in the programmed year.							
LA	405	Reconfigure Getty Center Ramps	SHOPP	$14.8	$5.5	M =	Fiscal Year Delivery
Utility certification is a major risk to delivery. Relocation of LADWP electrical poles, which are located on the local street, need to be relocated prior to construction, is a challenge. Right of way capital and construction capital costs have increased.							
Ala	580	Freeway Performance Initiative & Pavement Rehabilitation	Local, SHOPP	$63.0	$15.9	M =	Fiscal Year Delivery
Execution of cooperative agreement is still pending with Metropolitan Transportation Commission for local funding contributions.							
SCl	152	Planting and Environmental Mitigation	SHOPP	$2.5	$1.4	M =	Fiscal Year Delivery
Property acquisition is pending negotiation and legal reviews Caltrans and Santa Clara County Open Space Authority (SCCOSA); potential issue is appraisal value. If right of way negotiations with SCCOSA fail, environmental team will need to find a new mitigation site.							
Tul	65	Terrabella Expressway	STIP	$20.7	$7.5	M =	Fiscal Year Delivery
Right of way certification is a risk to delivery because adjacent property owner requested an appearance at the commision meeting. Target resolution hearing at May Meeting.							
SB	246	Pavement Preservation (CAPM)	SHOPP	$9.8	$2.3	M A	Fiscal Year Delivery
There is a moderate risk to delivery due to ongoing coordination with utility companies. We hope to have additional information on this in the next couple of weeks.							
Sol	80	Meridian and Midway Overcrossing Rehabilitation and Bridge Replacement	SHOPP	$11.5	$1.8	M A	Fiscal Year Delivery
Potential R/W condemnation may delay the project schedule. The owner did not accept the appraisal and wanted to get an independent appraisal.							
SBd	62	Construct Raised Median Curb	SHOPP	$5.2	$2.6	D	Fiscal Year Delivery
~~Design is proceeding with the assumption of a categorical exempt environmental determination. Project is located within a wildlife corridor, and there is a slight risk of unforeseen environmental issues that may cause a delay.~~ Environmental clearance was obtained.							

Delivery: Projects Designed and Ready for Construction

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 ready 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 2015-16, Caltrans committed in the Contract for Delivery to deliver 244 projects ready for construction, valued at $2.1 billion. Through the end of the second quarter, Caltrans delivered 52 projects, or 21 percent of the annual commitment, with an estimated value of $252.4 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 second quarter, fiscal year 2015-16, Caltrans has:
- *delivered 218 additional projects with an estimated value of $397.8 million*
- *The sum of all projects delivered from all program funding sources is 268 projects, valued at $646.6 million*

Measure: Projects Designed and Ready for Construction – 2nd Quarter FY 2015-16

Fiscal Year 2015-16 Contract For Delivery

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
52	56	93	244	21	243	99	100

Five-Year Trend

Year-to-Date thru 2nd Quarter					Annual Commitment thru 2nd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
101%	100%	79%	94%	93%	32%	31%	19%	19%	21%

Five-Year Trend Analysis: The second quarter figures are comparable to recent years.

Measure: Contract Value Delivered – 2nd Quarter Fiscal Year 2015-16

Fiscal Year 2015-16 Contract for Delivery (millions)

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
$252.4	**$408.7**	**62**	**$2,052.4**	**12**	**$1,916.6**	**93**	**100**

Five-Year Trend

Year-to-Date thru 2nd Quarter					Annual Commitment thru 2nd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
93%	63%	53%	60%	62%	22%	17%	15%	10%	12%

Five-Year Trend Analysis: The second quarter figures are comparable to recent years.

Program Delivery

The table below identifies capital funding programs used to fund projects being reported as delivered.

Costs are in millions.	Contract Value Committed	Contract Value Delivered	Contract Value Delivered	Projects Committed	Projects Delivered	Projects Delivered
State Transportation Improvement Program* (STIP)	$ 258.4	$ 103.1		16	2	
Amended STIP	$ 5.5	$ 5.5		1	1	
Advanced STIP		$ 0			0	
Subtotal – **STIP Delivery Commitments**	$ 263.9	$ 108.6	41 %	17	3	18 %
State Highway Operations and Protection Program* (SHOPP)	$ 1,573.1	$ 142.3		223	47	
Amended SHOPP	$ 15.5	$ 15.5		6	6	
Advanced SHOPP		$ 20.7			5	
Subtotal – **SHOPP Delivery Commitments**	$ 1,588.6	$ 178.5	11 %	229	58	25 %
Minor Program Funds in Contract for Delivery (SHOPP)	$ 0.9	$ 0		0	0	
Minor Program (SHOPP)		$ 11.0			14	
Emergency Response – G-11 (SHOPP)		$ 189.8			100	
Subtotal - **SHOPP – All Funds**		$ 379.3			172	
Partnership (Local and regional funding contributions) *	$ 220.0	$ 3.4	2 %	5	1	
Amended Partnership Program	$ 0	$ 0		0	0	
Major Maintenance Program		$ 155.3			92	
Total Delivery **All Program Funds**		$ 646.6			268	

** Programs that are included in the Director's Contract for Delivery.*

Contract for Delivery support costs (50 projects delivered): Budget $ 83.3 million, Expended $ 74.0 million.

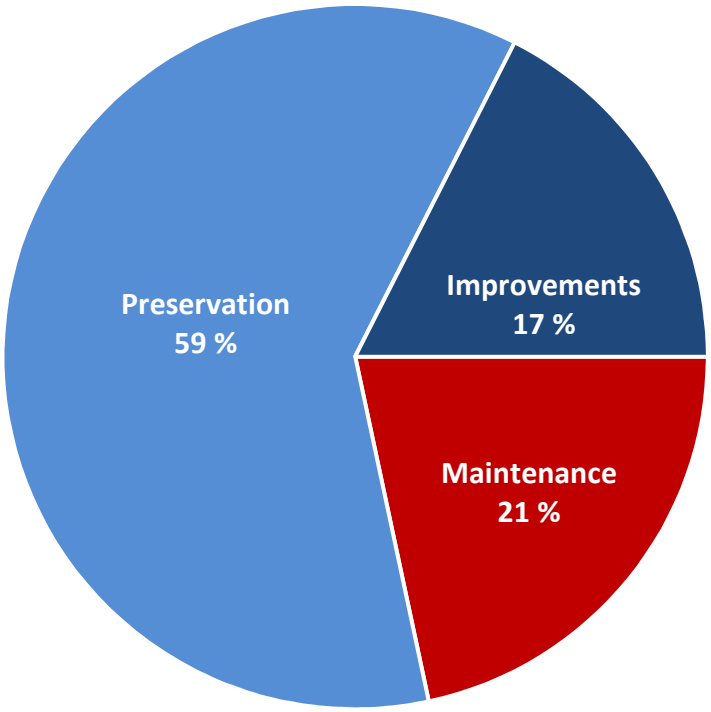
Costs are in millions.	Contract Value Committed	Contract Value Delivered	Projects Committed	Projects Delivered
Caltrans Rail: STIP Rail Capital Improvements	$ 64.5	$ 0	2	0

Project Delivery Outcomes

The table and chart below provide a distribution of transportation program dollars on projects that have been delivered to construction in fiscal year 2015-16. The projects include planned projects as well as additional projects for emergency response, program amendments, maintenance program, and minor program contracts.

Projects Designed and Ready for Construction by Program Funding (millions)

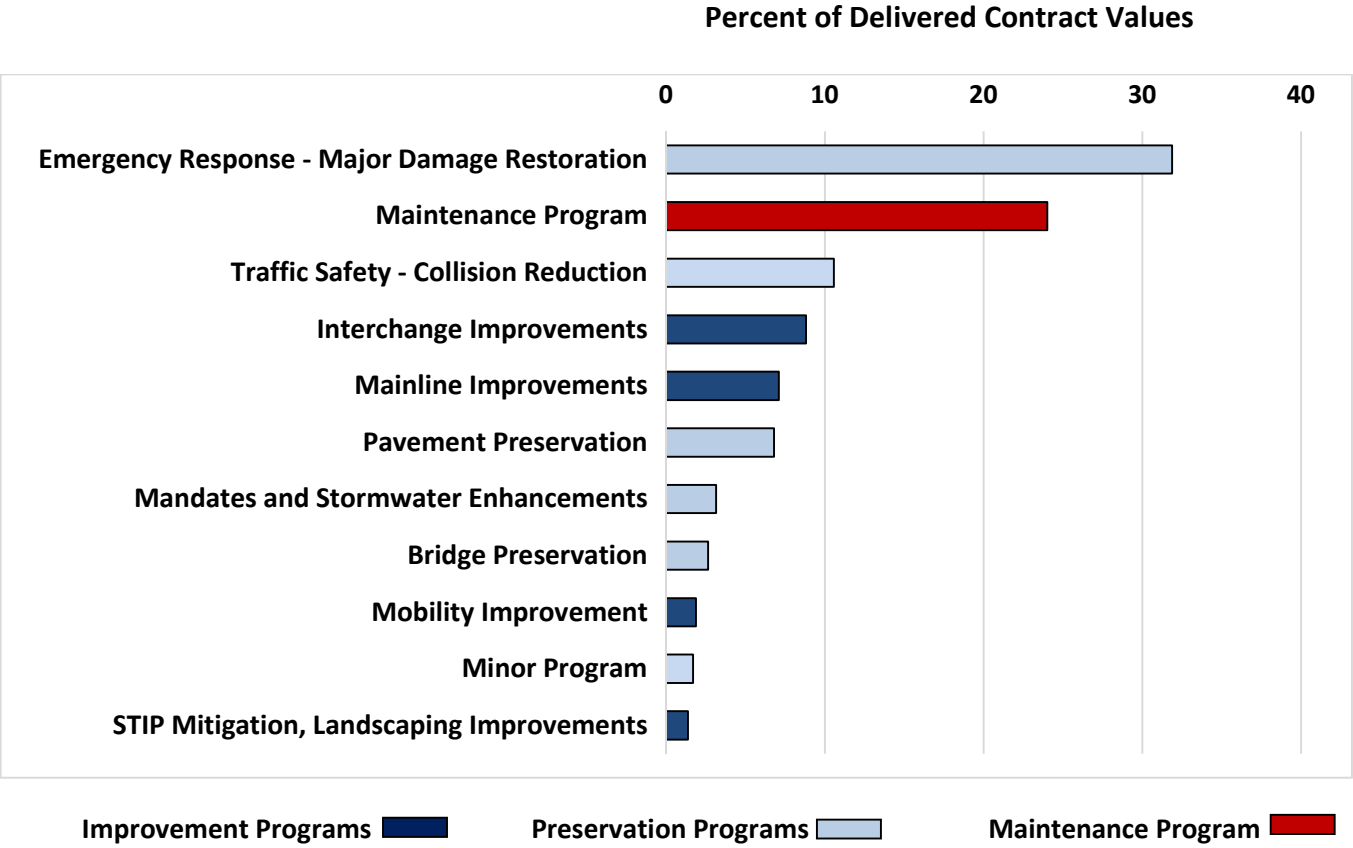
Transportation Programs	Projects	Program Dollars	Percent Major Programs (Contract Value)	Percent All Programs (Contract Value)
Preservation Programs				
State Highway Operations & Protection Program (SHOPP)	58	$ 178.5	47	28
Emergency Response – G-11 (SHOPP)	100	$ 189.8	50	29
Minor Program (SHOPP)	14	$ 11.0	3	2
Subtotal - Preservation Programs (SHOPP)	172	$ 379.3	100	59
Improvement Programs				
Regional Improvement Program (STIP-RIP)		$ 69.2	62	11
Interregional Improvement Program (STIP-IIP)		$ 39.4	35	6
Partnership Programs (Local & local federal funds)		$ 3.4	3	1
Proposition 1B Bond Programs		$ 0	0	0
Subtotal - Improvement Programs	4	$ 112.0	100	17
Maintenance Program	92	$ 155.3		21
Total	268	$ 646.6		100



Delivery Outcomes

Projects Designed and Ready for Construction (Percent) by Contract Value

The bar chart below shows the distribution by percentage of construction contract values for categories of project improvements (outcomes) on projects delivered to construction in fiscal year 2015-16.



Projects: 268

Capital Value: $646.6 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 2015-16, Caltrans committed to deliver 263 project approvals and environmental documents. Through the end of the second quarter, fiscal year 2015-16, Caltrans approved a total of 120, or 46 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 2015-16, Caltrans committed to deliver 82 draft environmental documents. Through the end of the second quarter, fiscal year 2015-16, Caltrans completed a total of 28, or 34 percent of the annual commitment.

Measure: Projects Approved, Environmental Documents – 2nd Quarter FY 2015-16

Fiscal Year 2015-16

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Goal
Approved	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
120	154	78	263	46	254	97	90

Five-Year Trend

Year-to-Date thru 2nd Quarter					Annual Commitment thru 2nd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
92%	82%	110%	73%	78%	60%	47%	48%	45%	46%

Five-Year Trend Analysis: The second quarter figures are comparable to the previous year.

Measure: Draft Environmental Documents Completed – 2nd Quarter FY 2015-16

Fiscal Year 2015-16

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
28	35	80	82	34	78	95	80

Five-Year Trend

Year-to-Date thru 2nd Quarter					Annual Commitment thru 2nd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
65%	56%	61%	77%	80%	30%	26%	40%	45%	34%

Five-Year Trend Analysis: The second quarter figures are significantly lower than the previous year.

Right of Way: Projects Certified

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 2015-16, Caltrans committed to certify right of way for 260 projects. Through the end of the second quarter, fiscal year 2015-16, Caltrans certified a total of 84 projects, or 32 percent of the annual commitment.

Allocated 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 2015-16, 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 $144.3 million. Through the end of the second quarter, fiscal year 2015-16, Caltrans committed $72.1 million, or 50 percent of the annual right of way allocation approved by the Commission.

Measure: Projects Certified – 2nd Quarter Fiscal Year 2015-16

Fiscal Year 2015-16

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Goal
Certified	Plan	Percent	Plan	Percent	Plan	Percent	Percent
84	**72**	**117**	**260**	**32**	**258**	**99**	**100**

Five Year Trend

Year-to-Date thru 2nd Quarter					Annual Commitment thru 2nd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
118%	115%	108%	109%	117%	41%	40%	42%	31%	32%

Five-Year Trend Analysis: The number of projects certified to date is comparable to recent years.

Measure: Allocated Funds Committed – 2nd Quarter Fiscal Year 2015-16

Fiscal Year 2015-16 (millions)

Annual Commitment			Year-End Projection		Goal
Committed	Plan	Percent	Forecast	Percent	Percent
$ 72.1	$ 144.3	50	$ 144.3	100	100

Five-Year Trend

Annual Commitment thru 2nd Quarter				
11-12	12-13	13-14	14-15	15-16
41%	40%	42%	48%	50%

Five-Year Trend Analysis: Funds committed to date are comparable to recent years.

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.

Right of Way Capital Funding (millions)

Category	Allocated (millions)	Committed (millions)	Committed Percent Per Category
Capital Projects			
State Transportation Improvement Program (STIP)	$ 62.6	$ 30.7	49%
State Highway Operations and Protection Program (SHOPP)	$ 51.8	$ 23.8	46%
Subtotal - Capital Projects	$ 114.4	$ 54.5	48%
Other Categories			
Post-certification	$ 27.0	$ 13.6	50%
Permit Fees	$ 1.0	$ 0.7	70%
Damage to Property (Inverse)	$ 1.9	$ 3.3	174%
Subtotal - Other Categories	$ 29.9	$ 17.6	59%
Right of Way Funds – All Categories			
TOTAL	$ 144.3	$ 72.1	50%

Construction: Projects Constructed

Summary

Projects Constructed
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 2015-16, Caltrans committed to complete construction of 209 projects. Through the end of the second quarter, fiscal year 2015-16, Caltrans has completed 117, or 56 percent of the annual commitment.*
- *At the end of the second quarter, fiscal year 2015-16, Caltrans had 681 projects valued at $8.3 billion under construction.*

Measure: Planned Projects Constructed – 2nd Quarter Fiscal Year 2015-16

Fiscal Year 2015-16

Year-to-Date thru 2nd Quarter			Annual Commitment		Year-End Projection		Goal
Constructed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
117	**127**	**92**	**209**	**56**	**203**	**97**	**95**

Five-Year Trend

Year-to-Date thru 2nd Quarter					Annual Commitment thru 2nd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
99%	94%	97%	95%	92%	52%	48%	58%	53%	56%

Five-Year Trend Analysis: The number of contracts accepted to date is higher compared to recent years.

Construction Program Quarterly Status Notes (all contracts)*

Contractor Payments: $1,427 million has been paid to contractors in fiscal year 2015-16.
Under Construction: 681 construction contracts valued at $8.3 billion are under construction.
Claims: Caltrans has 48 construction contracts in post-contract acceptance with notice of potential claims in the amount of $79.1 million.
Arbitration: Caltrans has 18 contracts in arbitration with claims valued at $44 million.
**As of January 4, 2016*

Arbitration – Five Year Trend

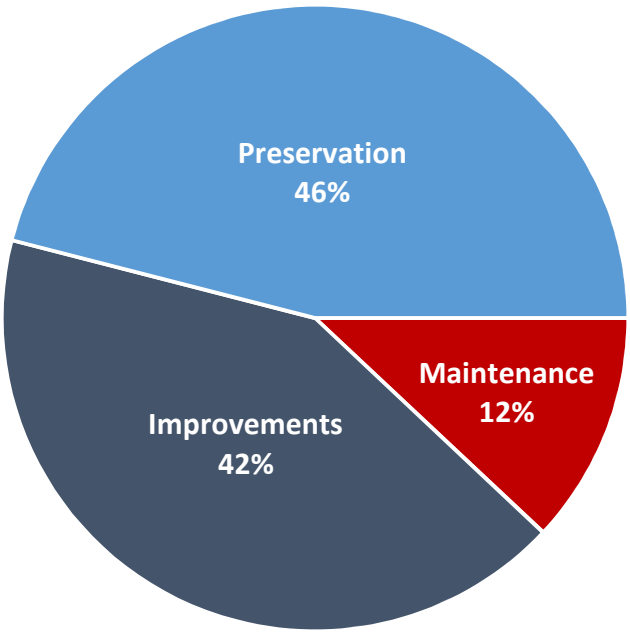
Contracts in Arbitration (Beginning July 1)					Contracts in Arbitration End of 2nd Quarter
11-12	12-13	13-14	14-15	15-16	15-16
43	32	25	17	21	18

Construction Outcomes

The table and chart below provides a distribution of transportation program dollars on projects that construction contracts have been accepted in fiscal year 2015-16. The contracts include planned projects as well as additional projects for emergency response, program amendments, major maintenance program, and minor program contracts.

Projects Constructed
Contract Value by Program Funding (millions)

Transportation Programs	Projects		Program Dollars	Percent Major Programs (Contract Value)	Percent All Programs (Contract Value)
Preservation Programs					
State Highway Operations & Protection Program (SHOPP)	85	$	590.7	85	39
Emergency Response – Major Damage Restoration (SHOPP)	48	$	68.9	10	5
Minor Program (SHOPP)	37	$	36.9	5	2
Subtotal - Preservation Programs (SHOPP)	170	$	696.5	100	46
Improvement Programs					
Regional Improvement Program		$	108.7	17	7
Interregional Improvement Program		$	5.4	<1	<1
Partnership Programs (Local & local federal funds)		$	280.3	44	18
Proposition 1B Bond Programs		$	243.1	38	16
Subtotal - Improvement Programs	23	$	637.5	100	42
Major Maintenance Program	96	$	182.1		12
Total	**289**	**$**	**1,516.1**		**100**



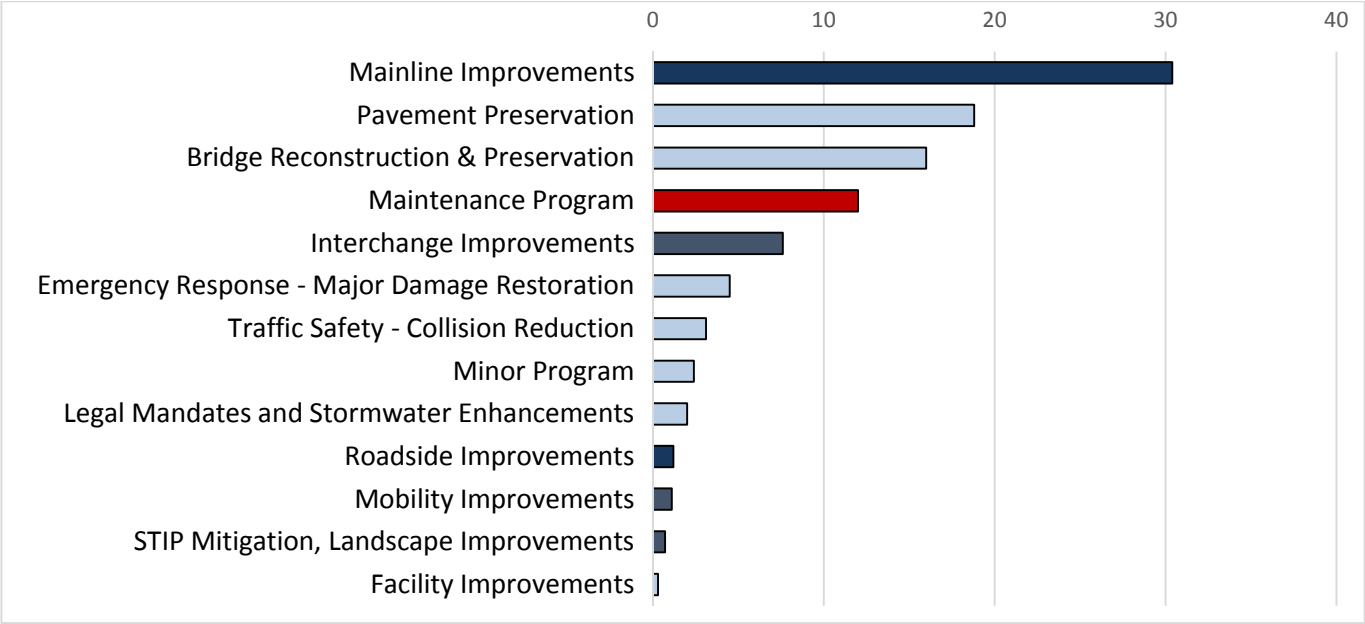
Costs are in millions	Projects	Program Dollars
Seismic (San Francisco-Oakland Bay Bridge) projects	3	$ 2,166

Projects Constructed

Outcomes (Percent) by Contract Value

The bar chart below shows the distribution by percentage of construction contract values for categories of project improvements (outcomes) on contracts accepted in fiscal year 2015-16.

Percent of Constructed Contract Values



Note: Chart excludes Seismic (San Francisco – Oakland Bay Bridge) projects

Improvement Programs Preservation Programs Maintenance Program

Projects: 289 **Capital Value: $ 1,516.1 Million**

Closeout Costs

Summary

Program Costs
Pursuant to State Transportation Improvement Program guidelines and statutory requirements, Caltrans is reporting project closeout for state-funded programmed projects in adopted programs 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 second quarter, fiscal year 2015-16, Caltrans has closed out 22 State Transportation Improvement Program projects. The final approved budget for these projects was $1,468 million. The actual cost to complete these projects was $1,423 million, or 97 percent of the final approved budget.*
- *Through the end of the second quarter, fiscal year 2015-16, Caltrans has closed out 110 State Highway Operations and Protection Program projects. The final approved budget for these projects was $702 million. The actual cost to complete these projects was $615 million, or 88 percent of the final approved budget.*

Measure: Program Costs – 2nd Quarter Fiscal Year 2015-16

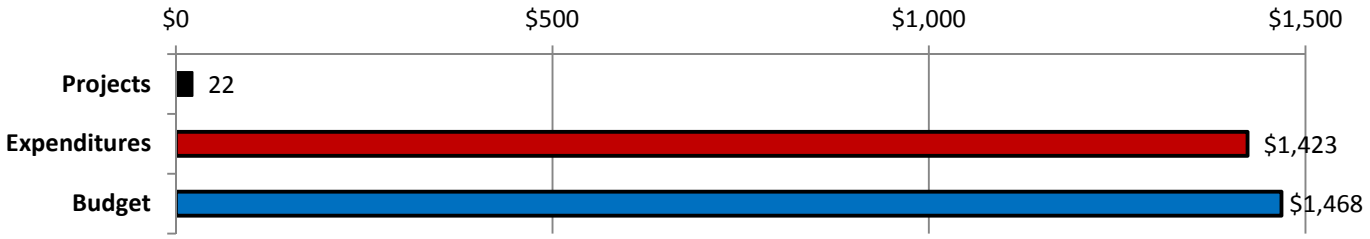
Fiscal Year 2015-16

Actual Cost Percent of Final Approved Budget			
State Transportation Improvement Program		State Highway Operations and Protection Program	
Actual	Goal	Actual	Goal
97	< 100	88	< 100

Program Budget versus Program Expenditures (all components)

The charts below provide program closeout cost information for completed construction projects. The approved capital and support budgets and expenditures are provided for each project at construction contract acceptance (list of projects included in the appendix).

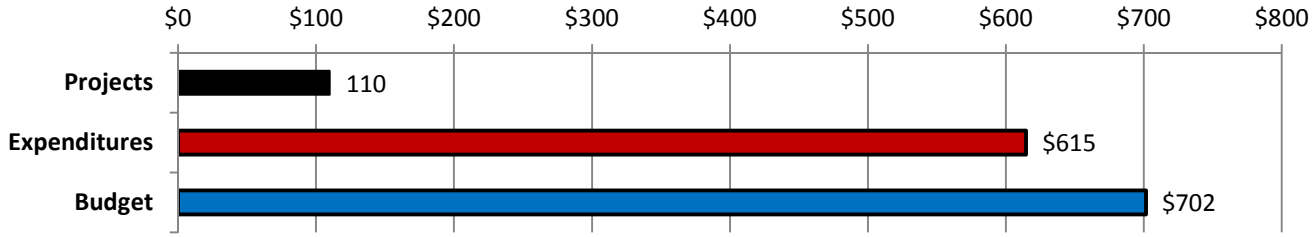
State Transportation Improvement Program[1] Closeout – Program Costs (millions)



A total of 13 State Transportation Improvement Program projects have been completed to date in fiscal year 2015-16. The budget for these projects was $1,468 million. The actual cost of the projects completed was $1,423 million, which is 97 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, "(A) Caltrans Fiscal Year 2015-16 State Transportation Improvement Program Project Closeout".

State Highway Operations and Protection Program Closeout – Program Costs (millions)



A total of 110 State Highway Operations and Protection Program projects have been completed to date in fiscal year 2015-16. The budget for these projects was $702 million. The actual cost of the projects completed was $615 million which is 88 percent of the approved budget.

A list of State Highway Operations and Protection Program closeout projects is included in the appendix, "(B) Caltrans Fiscal Year 2015-16 State Highway Operations and Protection Program Project Closeout".

Commission Initial Allocation, Final Approved Costs, and Expended Costs for Allocated Construction Components

The table below provides a comparison between the Commission's initial allocation, final approved costs and expended costs for projects that completed construction in fiscal year 2015-16 (Government Code 14525.5). 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 initial allocated amounts for each program. The costs in this table do not include non-state funds, which were provided in the program budget and expenditure charts on the previous page.

STIP[1] and SHOPP[1] Program Closeout – Construction Costs

Program	Commission Initial Construction Allocation	Final Approved Construction Costs	Expended Construction Costs
Construction Capital ($1,000's)			
STIP[1]	$ 167,925	$ 159,910	$ 149,241
CMIA[1] Bond	$ 334,429	$ 273,540	$ 271,852
SR99[1] Bond	$ 191,209	$ 130,596	$ 119,727
ARRA[1]	$ 95,150	$ 84,288	$ 84,288
SHOPP[1] Contribution	$ 50,685	$ 39,779	$ 39,017
STIP[1] Total	$ 839,398	$ 688,113	$ 664,125
SHOPP Total	$ 573,911	$ 495,586	$ 441,917
Construction Support[2] ($1,000's)			
STIP[1]	$ 33,131	$ 35,874	$ 47,794
CMIA[1] Bond	$ 40,507	$ 40,507	$ 39,668
SR99[1] Bond	$ 17,000	$ 17,000	$ 14,012
ARRA[1]	$ 29,900	$ 18,970	$ 17,164
STIP[1] Total	$ 120,538	$ 112,351	$ 118,638

Notes: [1] STIP - State Transportation Improvement Program; CMIA - Corridor Mobility Improvement Program; SR99 – State Route; ARRA – America Recovery and Reinvestment Act; SHOPP State Highway Operations and Protection Program.
[2] Construction Support totals reported: Government Code 14525.5 requires the Commission to allocate construction support for STIP funds, and requires Caltrans to report on allocated construction components. SHOPP construction support is not allocated by the Commission, therefore it is not reported on this page. Caltrans does; however, provide the construction support budget information to the Commission by listing it in project vote information. SHOPP construction support is provided in this report in program budget information reported on the previous page, and in the appendix in support information for each project listed.

Appendix

(A) Caltrans Fiscal Year 2015-16 State Transportation Improvement Program Project Closeout

(B) Caltrans Fiscal Year 2015-16 State Highway Operations and Protection Program Project Closeout

(A) Caltrans Fiscal Year 2015-16 State Transportation Improvement Program[1] Project Closeout

Project Description			Support ($1,000's)			Capital ($1,000's)		Total ($1,000's)	
			Original Budget[3]	Approved Budget[2]	Actual Costs	Approved Budget[2]	Actual Costs	Approved Budget[2]	Actual Costs
1st Quarter									
BUT	99	Chico Widening/Auxiliary Lane	$ -	$ 4,394	$ 5,405	$ 26,737	$ 26,713	$ 31,131	$ 32,118
SOL	80	Coredelia Truck Scale Relocation	$ -	$ 10,100	$ 9,819	$ 58,178	$ 50,970	$ 68,278	$ 60,790
SOL	80	Ramp Metering and TOS Elements	$ -	$ 7,018	$ 6,971	$ 16,863	$ 16,234	$ 23,881	$ 23,205
ALA	680	Environmental Mitigation	$ -	$ 2,141	$ 1,975	$ 1,641	$ 1,535	$ 3,782	$ 3,510
ALA	24	Caldecott Tunnel Fourth Bore	$ -	$ 104,641	$ 108,788	$ 294,570	$ 285,301	$ 399,211	$ 394,089
SB	101	Santa Maria River Bridge Widening	$ -	$ 12,773	$ 11,506	$ 35,084	$ 34,412	$ 47,857	$ 45,919
TUL	216	SR 216 Widening	$ -	$ 5,103	$ 6,937	$ 7,529	$ 5,896	$ 12,632	$ 12,832
LA	101	Van Nuys Blvd. Off-Ramps	$ -	$ 3,683	$ 4,288	$ 5,478	$ 5,213	$ 9,161	$ 9,501
RIV	215	Rte 60/215 East Junction HOV Connector	$ -	$ 6,900	$ 7,126	$ 28,767	$ 26,152	$ 35,667	$ 33,278
SJ	99	SR 99 Widening Phase 1	$ -	$ 5,000	$ 5,111	$ 30,717	$ 29,522	$ 35,717	$ 34,633
SD	805	I-5/805 North Coast Undercrossing	$ -	$ 24,536	$ 28,583	$ 59,277	$ 59,054	$ 83,813	$ 87,637
ORA	22	Rte 22/I-405 HOV Connector	$ -	$ 19,139	$ 18,409	$ 80,176	$ 77,156	$ 99,315	$ 95,565
ORA	22	I-405/I-605 HOV Connector	$ -	$ 25,113	$ 25,199	$ 125,111	$ 119,333	$ 150,224	$ 144,532
2nd Quarter									
SIS	097	Angel Maple Operational Improvements	$ -	$ -	$ 489	$ 515	$ 6	$ 515	$ 495
SCL	085	Route 85 - FPI	$ -	$ 3,135	$ 3,171	$ 6,160	$ 6,438	$ 9,295	$ 9,609
ALA	238	I-238 Replacement Planting	$ -	$ 859	$ 1,020	$ 1,629	$ 1,364	$ 2,488	$ 2,383
NAP	012	Jameson Canyon Widening - Phase 1	$ -	$ 7,460	$ 11,217	$ 35,236	$ 35,806	$ 42,696	$ 47,023
MON	101	Prunedale Interchange Improvements	$ -	$ 69,321	$ 73,353	$ 153,220	$ 141,522	$ 222,541	$ 214,875
KIN	198	19th Avenue Interchange	$ -	$ 6,322	$ 10,971	$ 26,352	$ 26,666	$ 32,674	$ 37,637
SBD	015	C.V. Kane Rest Area Displays	$ -	$ 91	$ 78	$ 20	$ 19	$ 111	$ 97
MER	099	Arboleda Freeway and Interchange	$ -	$ 25,392	$ 21,224	$ 102,260	$ 85,454	$ 127,652	$ 106,677
ORA	057	Widen Highway and Bridges	$ -	$ 6,801	$ 5,788	$ 22,771	$ 21,167	$ 29,572	$ 26,954
			$ -	$ 349,922	$ 367,428	$ 1,118,290	$ 1,055,931	$ 1,468,212	$ 1,423,358

[1] State Transporation Improvement Program includes projects with one or more components funded from State Transportation Improvement Program funds. Includes all contributor funds on all project components.

[2] Budget information includes only budget information if expenditures are reflected in State data systems. Excludes local budgets for work implemented by local agencies.

[3] New project in 2014 Program Document or later.

(B) Caltrans Fiscal Year 2015-16 State Highway Operations and Protection Program Project Closeout

Project Description			Support ($1,000's)			Capital ($1,000's)		Total ($1,000's)	
			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs
1st Quarter									
MEN	020	ADA Improvements	$ -	$ 85	$ 980	$ 584	$ 552	$ 669	$ 1,532
HUM	101	Hazardous Waste Mitigation	$ -	$ 1,280	$ 810	$ 1,047	$ 992	$ 2,327	$ 1,802
MEN	271	Hazardous Waste Mitigation	$ -	$ 501	$ 628	$ 383	$ 332	$ 884	$ 961
SIS	VAR	Repair Fire Damage	$ 165	$ 165	$ 148	$ 310	$ 188	$ 475	$ 336
SHA	299	Repair Slip Out	$ 210	$ 210	$ 67	$ 802	$ 492	$ 1,012	$ 558
ED	050	Replace Bridge	$ -	$ 1,861	$ 2,355	$ 5,833	$ 4,750	$ 7,694	$ 7,104
SAC	051	Highway Planting	$ -	$ 1,318	$ 1,268	$ 1,611	$ 1,490	$ 2,929	$ 2,759
SUT	099	Shoulder and Centerline Rumble Strips	$ -	$ 870	$ 485	$ 1,752	$ 1,300	$ 2,622	$ 1,785
SAC	VAR	Replace Copper Wires	$ -	$ 210	$ 196	$ 800	$ 463	$ 1,010	$ 659
SAC	VAR	Upgrade Irrigation Controls	$ -	$ 385	$ 233	$ 750	$ 357	$ 1,135	$ 590
GLE	VAR	Landscape improvements	$ -	$ 635	$ 154	$ 2,500	$ 1,119	$ 3,135	$ 1,273
SF	001	Slope Stabilization	$ -	$ 2,499	$ 2,089	$ 4,120	$ 3,742	$ 6,619	$ 5,832
CC	680	Restore Roadway	$ -	$ 913	$ 593	$ 897	$ 722	$ 1,810	$ 1,315
MRN	101	Construct Retaining Wall	$ 425	$ 425	$ 537	$ 1,700	$ 1,014	$ 2,125	$ 1,551
MRN	001	Construct Retaining Wall	$ 825	$ 825	$ 484	$ 2,650	$ 653	$ 3,475	$ 1,136
SON	001	Repair Culvert	$ -	$ 1,600	$ 1,733	$ 418	$ 346	$ 2,018	$ 2,080
ALA	013	Storm Water Mitigation	$ -	$ 497	$ 595	$ 481	$ 447	$ 978	$ 1,042
ALA	580	Repair Traffic Operations Systems	$ -	$ 375	$ 219	$ 1,500	$ 1,500	$ 1,875	$ 1,719
SM	001	Repair Traffic Operations Systems	$ -	$ 140	$ 230	$ 555	$ 209	$ 695	$ 439
NAP	128	Repair Storm Damage	$ -	$ 2,665	$ 2,011	$ 1,330	$ 1,184	$ 3,995	$ 3,195
MRN	001	Construct Retaining Wall	$ -	$ 1,170	$ 1,723	$ 1,046	$ 859	$ 2,216	$ 2,582
SON	001	Construct Retaining Wall	$ -	$ 1,416	$ 1,928	$ 2,432	$ 1,702	$ 3,848	$ 3,629
SLO	001	ADA Curb Ramps	$ -	$ 2,479	$ 2,158	$ 906	$ 807	$ 3,385	$ 2,964
SCR	001	Replace Guardrail	$ -	$ 2,006	$ 1,978	$ 2,125	$ 1,724	$ 4,131	$ 3,702
MON	001	Pavement Overlay	$ -	$ 640	$ 693	$ 535	$ 418	$ 1,175	$ 1,111
FRE	180	Bridge Replacement	$ -	$ 2,649	$ 2,298	$ 2,720	$ 476	$ 5,369	$ 2,775
KER	014	Bridge Replacement	$ -	$ 4,792	$ 4,727	$ 9,540	$ 8,801	$ 14,332	$ 13,528
TUL	245	Reconstruct Embankment	$ -	$ 576	$ 502	$ 313	$ 249	$ 889	$ 751
KIN	000	Upgrade Irrigation Controls	$ -	$ 400	$ 461	$ 2,200	$ 1,858	$ 2,600	$ 2,319
LA	405	ADA Curb Ramp Improvements	$ -	$ 545	$ 780	$ 318	$ 248	$ 863	$ 1,028
LA	005	Rehab Pavement	$ -	$ 13,520	$ 10,209	$ 98,016	$ 95,358	$ 111,536	$ 105,567
LA	005	Soil Stabilization	$ -	$ 1,375	$ 1,294	$ 1,895	$ 1,591	$ 3,270	$ 2,885
LA	090	Storm Water Improvements	$ -	$ 1,576	$ 1,664	$ 2,024	$ 1,864	$ 3,600	$ 3,528
LA	010	Replace Guardrail	$ -	$ 3,315	$ 2,366	$ 2,723	$ 2,865	$ 6,038	$ 5,231
LA	110	Bridge Preservation	$ -	$ 3,239	$ 1,858	$ 1,742	$ 374	$ 4,981	$ 2,233
LA	060	Rehab Roadway	$ -	$ 11,500	$ 7,904	$ 80,371	$ 72,914	$ 91,871	$ 80,818
LA	047	Repair Slope	$ -	$ 400	$ 417	$ 356	$ 208	$ 756	$ 625
LA	002	Construct Debris Wall	$ -	$ 1,365	$ 881	$ 1,555	$ 1,157	$ 2,920	$ 2,039
LA	105	Replace Cooper Wire	$ -	$ 160	$ 330	$ 800	$ 799	$ 960	$ 1,129
SBD	095	Improve Roadway Alignment	$ -	$ 1,839	$ 1,804	$ 2,405	$ 1,985	$ 4,244	$ 3,788
SBD	040	Bridge Replacement	$ -	$ 5,597	$ 4,543	$ 8,667	$ 8,023	$ 14,264	$ 12,566
SBD	210	Grind Pavement	$ -	$ 585	$ 444	$ 57	$ 32	$ 642	$ 477
RIV	086	Bridge Replacement	$ -	$ 680	$ 778	$ 2,300	$ 1,972	$ 2,980	$ 2,751
RIV	074	Repair Roadway	$ -	$ 233	$ 474	$ 1,500	$ 1,063	$ 1,733	$ 1,537
STA	120	Rehab Pavement	$ -	$ 1,228	$ 697	$ 3,843	$ 3,243	$ 5,071	$ 3,941
MER	165	Rehab Pavement	$ -	$ 4,871	$ 3,072	$ 9,017	$ 7,041	$ 13,888	$ 10,112
SD	VAR	Rehab Materials Lab	$ -	$ 2,447	$ 2,480	$ 2,473	$ 2,204	$ 4,920	$ 4,685

(B) Caltrans Fiscal Year 2015-16 State Highway Operations and Protection Program Project Closeout

Project Description			Support ($1,000's)			Capital ($1,000's)		Total ($1,000's)	
			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs
SD	805	Seismic Retrofit	$ -	$ 3,136	$ 3,364	$ 3,295	$ 2,858	$ 6,431	$ 6,222
SD	052	Rehab Roadway	$ -	$ 1,270	$ 1,814	$ 3,661	$ 3,507	$ 4,931	$ 5,320
ORA	039	Safety Improvements	$ -	$ 700	$ 898	$ 606	$ 570	$ 1,306	$ 1,469
ORA	005	Landscape Improvements	$ -	$ 430	$ 578	$ 2,100	$ 1,508	$ 2,530	$ 2,086
ORA	133	Rehab Roadway	$ 93	$ 93	$ 165	$ 450	$ 664	$ 543	$ 830
2nd Quarter									
HUM	299	Reconstruct Roadway	$ -	$ 5,538	$ 4,092	$ 10,626	$ 9,616	$ 16,164	$ 13,708
HUM	299	Curve Improvement	$ -	$ 1,599	$ 1,360	$ 2,905	$ 2,693	$ 4,504	$ 4,053
MEN	101	Open Grade Overlay	$ -	$ 701	$ 409	$ 766	$ 737	$ 1,467	$ 1,146
SIS	005	Bridge Deck Replacment	$ -	$ 5,300	$ 2,767	$ 9,355	$ 8,896	$ 14,655	$ 11,663
LAS	395	Pavement Rehabilitation	$ -	$ 1,619	$ 1,431	$ 2,939	$ 2,879	$ 4,558	$ 4,310
SIS	096	Install Cable Wire Net	$ -	$ 310	$ 404	$ 3,785	$ 2,970	$ 4,095	$ 3,373
SIS	005	Slide Repair	$ 310	$ 310	$ 103	$ 1,205	$ 891	$ 1,515	$ 994
SHA	299	Remove Slide Debri	$ 530	$ 530	$ 184	$ 2,550	$ 1,234	$ 3,080	$ 1,418
SUT	099	Highway Planting and Irrigation	$ -	$ 705	$ 549	$ 1,961	$ 1,823	$ 2,666	$ 2,373
SAC	VAR	Modify Irrigation System	$ -	$ 635	$ 229	$ 2,500	$ 1,488	$ 3,135	$ 1,717
YOL	113	Embankment Repair	$ 255	$ 255	$ 228	$ 1,000	$ 600	$ 1,255	$ 828
PLA	080	Repair Storm Damage	$ 80	$ 80	$ 43	$ 350	$ 261	$ 430	$ 304
SAC	050	Bridge Deck Rehab	$ -	$ 11,181	$ 3,796	$ 19,440	$ 18,613	$ 30,621	$ 22,409
YOL	005	Install High Friction Surface	$ -	$ 360	$ 198	$ 562	$ 477	$ 922	$ 675
SON	128	Restore Highway Planting	$ -	$ 552	$ 684	$ 436	$ 361	$ 988	$ 1,044
NAP	121	Highway Planting	$ -	$ 680	$ 959	$ 530	$ 323	$ 1,210	$ 1,282
MRN	VAR	Repair Storm Damage	$ -	$ 330	$ 316	$ 1,300	$ 554	$ 1,630	$ 870
SCL	880	Repair Storm Damage	$ -	$ 210	$ 221	$ 700	$ 624	$ 910	$ 845
ALA	VAR	Repair Storm Damage	$ -	$ 430	$ 435	$ 1,700	$ 1,120	$ 2,130	$ 1,555
SOL	113	Construct Safety Barrier	$ -	$ 275	$ 472	$ 326	$ 251	$ 601	$ 723
SF	101	Repair Storm Damage	$ 165	$ 165	$ 154	$ 650	$ 353	$ 815	$ 508
SB	101	Replace Overhead Signs	$ -	$ 570	$ 597	$ 784	$ 743	$ 1,354	$ 1,340
SCR	001	Install CC TV & Signs	$ -	$ 1,821	$ 1,156	$ 519	$ 465	$ 2,340	$ 1,621
SLO	046	Pavement Preservation	$ -	$ 1,693	$ 1,214	$ 6,158	$ 5,434	$ 7,851	$ 6,648
SB	001	Upgrade Curb Ramp & Sidewalk	$ -	$ 1,796	$ 1,728	$ 939	$ 402	$ 2,735	$ 2,131
MON	101	Install Median Barrier & Rumble Strips	$ -	$ 1,267	$ 1,103	$ 2,376	$ 2,036	$ 3,643	$ 3,139
FRE	180	Construct Concrete Guard Rail	$ -	$ 577	$ 1,068	$ 1,456	$ 1,390	$ 2,033	$ 2,458
KER	223	Widen & Install Rumble Strips	$ -	$ 1,261	$ 1,131	$ 3,825	$ 3,363	$ 5,086	$ 4,495
KER	099	Relocate Turn Lane	$ -	$ 1,492	$ 1,520	$ 1,233	$ 1,037	$ 2,725	$ 2,558
FRE	145	Construct Roundabout	$ -	$ 1,737	$ 2,278	$ 1,922	$ 1,518	$ 3,659	$ 3,795
FRE	041	Install Concrete Barriers	$ -	$ 810	$ 1,194	$ 1,044	$ 888	$ 1,854	$ 2,083
LA	005	Roadway Widening for HOV and Trucks	$ -	$ 27,274	$ 16,526	$ 49,088	$ 46,429	$ 76,362	$ 62,954
LA	710	Highway Planting & Irrigation	$ -	$ 955	$ 882	$ 1,086	$ 920	$ 2,041	$ 1,802
LA	005	Pavement Rehabilitation	$ -	$ 2,420	$ 2,857	$ 12,484	$ 11,236	$ 14,904	$ 14,093
LA	005	Pavement Rehabilitation	$ -	$ 2,440	$ 2,650	$ 11,171	$ 10,263	$ 13,611	$ 12,913
LA	405	Construct Auxiliary Lane	$ -	$ 13,500	$ 14,079	$ 23,006	$ 21,931	$ 36,506	$ 36,010
LA	039	Clear Debris & Restore Failed Drainage	$ -	$ 375	$ 627	$ 2,500	$ 1,348	$ 2,875	$ 1,975
LA	091	Bridge Maintenance	$ -	$ 560	$ 908	$ 1,356	$ 1,095	$ 1,916	$ 2,003
LA	710	Storm Water Mitigation	$ -	$ 2,981	$ 2,787	$ 3,355	$ 3,269	$ 6,336	$ 6,057
LA	060	Widen Off-Ramp	$ -	$ 1,537	$ 2,345	$ 2,139	$ 2,015	$ 3,676	$ 4,360
LA	002	Clear Fire Debris	$ -	$ 1,500	$ 1,051	$ 5,000	$ 4,412	$ 6,500	$ 5,463
LA	010	Upgrade Landscape Irrigation Control	$ -	$ 240	$ 1,082	$ 1,200	$ 966	$ 1,440	$ 2,047
RIV	371	Install Rumble Strips	$ -	$ 481	$ 477	$ 150	$ 79	$ 631	$ 555
RIV	062	Install Markers & Rumble Strips	$ -	$ 580	$ 437	$ 115	$ 96	$ 695	$ 533
SBD	015	Bridge Rehabilitation	$ -	$ 1,297	$ 1,186	$ 643	$ 550	$ 1,940	$ 1,736
SBD	395	Install Left Turn Phase	$ -	$ 781	$ 1,377	$ 391	$ 341	$ 1,172	$ 1,717
SBD	210	Upgrade Irrigation System	$ -	$ 300	$ 775	$ 1,733	$ 853	$ 2,033	$ 1,628
AMA	016	Install Rumble Strips	$ -	$ 444	$ 267	$ 356	$ 277	$ 800	$ 544
MER	140	Install Flashing Beacons	$ -	$ 320	$ 291	$ 340	$ 185	$ 660	$ 476

(B) Caltrans Fiscal Year 2015-16 State Highway Operations and Protection Program Project Closeout

Project Description			Support ($1,000's)			Capital ($1,000's)		Total ($1,000's)	
			Original Budget[1]	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs
MER	005	Bridge Rehabilitation	$ -	$ 1,221	$ 1,072	$ 1,744	$ 1,281	$ 2,965	$ 2,353
TUO	108	Storm Water Mitigation	$ -	$ 998	$ 462	$ 940	$ 896	$ 1,938	$ 1,358
MER	165	Install Rumble Strips	$ -	$ 672	$ 464	$ 675	$ 478	$ 1,347	$ 942
SD	005	Construction Barrier	$ -	$ 2,031	$ 2,120	$ 3,302	$ 3,112	$ 5,333	$ 5,232
ORA	091	Safety Improvements	$ -	$ 558	$ 906	$ 691	$ 642	$ 1,249	$ 1,548
ORA	039	ADA Curb Ramps	$ -	$ 1,917	$ 2,117	$ 2,416	$ 2,315	$ 4,333	$ 4,432
ORA	039	Improve Lighting & Signal Modifications	$ -	$ 1,040	$ 1,226	$ 688	$ 661	$ 1,728	$ 1,887
ORA	055	Improve pavement access	$ -	$ 480	$ 520	$ 1,170	$ 1,061	$ 1,650	$ 1,582
ORA	005	Repair Failed Slope	$ 143	$ 143	$ 194	$ 500	$ 369	$ 643	$ 562
Totals				**$ 205,525**	**$ 172,803**	**$ 496,086**	**$ 441,917**	**$ 701,611**	**$ 614,720**

[1] New project in 2014 Program Document or later.

SHOPP Support Cost Analysis

	Less than 80% of Budget Expended	80% to 120% of Budget Expended	Greater than 120% of Budget Expended	Total
Number of Projects	35	46	29	110
Percentage of Total Projects	32%	42%	26%	
Approved Support Budget ($1,000's)	$ 108,103	$ 78,958	$ 18,464	$ 205,525
Actual Support Costs ($1,000's)	$ 66,435	$ 77,678	$ 28,690	$ 172,803
Savings or (Overrun) ($1,000's)	$ 41,668	$ 1,280	$ (10,226)	$ 32,722

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: March 16-17, 2016

Reference No.: 3.10
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **FISCAL YEAR 2015–16 SECOND QUARTER PROPOSITION 1A HIGH-SPEED PASSENGER TRAIN BOND PROGRAM REPORT**

Attached is the California Department of Transportation's Fiscal Year 2015–16 Second Quarter Proposition 1A High-Speed Passenger Train Bond Program Report.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fiscal Year 2015–16 2nd 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 second quarter of the State Fiscal Year 2015–16 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 (SCRRA), who has received $46.550 million for the Construction phase. The project consists of implementing all aspects of positive train control (PTC) technology along the Pacific Surfliner Corridor between Moorpark and San Onofre. All SCRRA-owned lines and locomotives are operating with PTC fully-installed and in-service. Key remaining elements of the project are to finalize interoperable testing with LA Basin Railroads such as BNSF, Union Pacific Railroad (UPRR), North County Transit District (NCTD) and Amtrak. The PTC Safety Plan was formally re-

submitted to the Federal Railroad Administration (FRA) with corrections in late December 2015 based on review comments and requests for clarifications from the FRA. As a result, PTC system certification is anticipated by mid-2016. On-going software updates are expected to continue as the industry advances its PTC implementation across the nation. Training and transition to operations are well-underway. Project is expected to be complete with interoperable testing and certification by June 30, 2016.

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 25 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 (NCTD), which has received $24.010 million for the Construction phase. The project consists of implementing all aspects of PTC technology along the Pacific Surfliner Corridor between San Onofre and San Diego. All aspects of the project are installed and being tested. Functional field testing is ongoing for the interoperable train control messaging, communications, and computer aided dispatching/back office server segments. NCTD is federated with Metrolink and is expecting federation with BNSF next quarter. Stationary field testing is underway with test vehicles, and installations are substantially complete for all 17 vehicles. All onboard components will be completely installed on vehicles by the end of February 2016. Brake testing is expected to begin in February 2016, and training is underway and expected to be complete by June 2016. Project is expected to be completed and fully operational by December 31, 2018.

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. The project includes the installation of PTC 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. All Proposition 1A appropriated funding has been allocated and expended, and project completion is on schedule with no anticipated delays.

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 five public at-grade road crossings); and engineering/civil work. 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 were 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 (RT), 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. RT has been working with the City of Sacramento on the traffic analysis and has prepared a technical memorandum documenting the traffic strategies to be deployed to minimize the effects of the Sacramento Valley Station loop. There has also been continued coordination with the Sacramento Streetcar including developing shared track concepts, operational analyses, and track configuration designs. Moreover, outreach with interest groups including developers, Kaiser Hospital, and community leaders continues. The goal is to release the Initial Study/Mitigated Negative Declaration with RT as the lead agency by March 2016.

Project No. 6

Caltrain Advanced Signal System/Positive Train Control (CBOSS/PTC): The implementing agency is the Peninsula Corridor Joint Powers Board (PCJPB), 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. During this period, the installation of wayside interface units and equipment on rail vehicles were completed. Dynamic system testing using a dedicated test train continues, along with FRA system testing and interoperability testing. The project completion date has been delayed by six months, bringing the project completion date to the end of the 4th quarter of Fiscal Year (FY) 2015-16. This is due to software development delays as well as delays in the execution of test plans and the FRA approval process. The PCJPB is evaluating the budget impact of the schedule delay and will determine the amount and source of funding as part of the FY 2016-17 capital budget development cycle.

Project No. 7

Central Subway: The implementing agency is the San Francisco Municipal Transportation Agency, which has received $61.308 million for the Construction phase. The project extends the 5.2-mile T-Third light rail line from its current junction at the Caltrain terminus area to south of Union Square and Chinatown for 1.7 miles. All Proposition 1A appropriated funding has been allocated and expended. This project phase has been closed out by Caltrans.

Project No. 8

Millbrae 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 Millbrae station. The pilot car delivery is nine to ten months behind schedule due to delay in First Article Configuration Inspection and Subsystem Qualification Testing. The first pilot vehicle is currently scheduled for delivery in late September 2016. Bombardier is anticipating a five month slip in the production schedule.

Project No. 9

Metrolink Positive Train Control: The implementing agency is the Southern California Regional Rail Authority (SCRRA), which 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. During this period, SCRRA continued to perform software updates and testing to the PTC infrastructure that has been in place since June 2015. In addition, SCRRA staff coordinated closely with FRA on substantial revisions to the PTC Safety Plan that was re-submitted to the FRA in late December 2015. As a result, PTC system certification has slipped to mid-2016. Additional demands on FRA staff related to the PTC legislative extension are contributing to this prolonged certification timeline.

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 reflecting a five-month delay due to advance utility relocation work transferred to the design-build contract. Current schedule has construction complete by March 2021 and revenue service date by April 2021.

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. During this period, quality and design issues associated with the build of a new model locomotive continue to hinder the progress of the first three locomotives. Supplier quality and design issues with key components have resulted in the repeated rework of these components, causing delays to the delivery of the first locomotive. The supplier, Electro-Motive Diesel, Inc., was able to continue to progress with internal testing of the first locomotive to the point of operation at 30 MPH on the test track. However, discrepant material that was used to conduct these tests must be replaced and associated testing must be redone. It is now estimated that arrival of the first locomotive will be late March or early April 2016 with conditional acceptance early in the third quarter. The second and third locomotives are progressing quickly behind the build of the first locomotive; however, availability of the same key components mentioned previously may adversely impact the schedule for units 2 and 3. The car body for unit 4 is nearing completion in Spain. It is anticipated that serial delivery of units 4 through 20 will not be impacted by the issues being experienced on these first three units.

Project No. 12

Stockton Passenger Track Extension: The implementing agency is the San Joaquin Regional Rail Commission (SJRRC), which had previously received $10.974 million for Construction phase. The project consists of construction of 2.57 mile extension of dedicated passenger rail track north of downtown Stockton interlocking between the Union Pacific Railroad (UPRR) and the BNSF Railroad. The Commission approved the de-allocation of $10.579 million at the October 2014 meeting. At the August 2015 meeting, the Commission approved a re-allocation of $5,319,325. The award of a construction contract was expected by February 2016; however, due to prolonged negotiations with UPRR on the project plans, SJRRC is requesting a 12 month extension from the Commission to award the construction contract at the March 2016 meeting. Due to the constrained aspect of the corridor, the track clearance requirements and the final track geometry needs to be negotiated and approved by the UPRR to meet strict standards. The additional $5.26 million that remains de-allocated yet still programmed to this project will be requested at a later date.

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. All 12 light rail stations have been completed, and approximately 100 percent of the rail track has been replaced. Other final improvements that remain include the replacement of rail and a switch along the Northbound tracks between the 8th Street and 24th Street stations. The expected close-out of the project is being extended to December 2016 due to the delay of the Beyer Boulevard slope and track way reconstruction project.

Project No. 14

North San Diego County Transit District, Positive Train Control: The implementing agency is the North San Diego County Transit District (NCTD), which has received $17.833 million for Construction phase. The project consists of implementing all aspects of positive train control technology along the Coaster Corridor between San Onofre and San Diego. All Proposition 1A Urban Commuter appropriated funding has been allocated. All aspects of the project are installed and being tested. Functional field testing is ongoing for interoperable train control messaging, communications, and computer-aided dispatching/back office server segments. NCTD is federated with Metrolink and is expecting federation with BNSF next quarter. Stationary field testing is underway with test vehicles. Installations are substantially complete for all 17 vehicles. All onboard components will be completely installed on vehicles by the end of February 2016. Brake testing is expected to begin in February 2016, and training is underway and expected to be complete by June 2016. The project is expected to be completed and fully operational December 31, 2018.

Project No. 15

Maintenance Shop and Yard Improvements: The implementing agency is San Francisco Bay Area Rapid Transit District (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 (M&E) storage facility, and constructing new trackwork, retaining walls, and soundwalls that will serve to connect the Hayward Maintenance Complex to the existing mainline BART tracks. The notice-to-proceed was effective on October 21, 2015 for Construction Contract No. 01RQ-110, which includes construction of a new Component Repair Shop and the installation of 7 new Lifts in Main Shop, and Construction Contract No. 01RQ-120, which includes site work, construction of new and relocation of existing utilities, and installation of track work. Design work is continuing on the seismic retrofit and tenant improvements for the Central Warehouse and the M&E facility, as well as the new back-up generator for the Component Repair Shop, and the new turntable. Preliminary design was initiated for the Vehicle Overhaul and Heavy Repair Shop.

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 Allocation Expended	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	65%	$46,550	$46,550	$30,553	Jan-11	Oct-10	▲	▲	♦
									TOTAL OPEN PROJECTS:	**$46,550**	**$46,550**	**$30,553**					

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 Allocation Expended	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	75%	$24,010	$24,010	$18,122	Jan-11	Aug-11	▲	♦	♦
3	LA	DRMT	Positive Train Control, LA to Fullerton Triple Track				Dec-15	CON	100%	$2,940	$2,940	$2,940	Nov-11	Dec-11	▲	▲	▲
4	SJ	DRMT	San Joaquin Corridor, Merced to Le Grand Segment 1				Oct-16	CON	40%	$40,750	$40,750	$16,130	May-13	Nov-13	▲	▲	▲
								TOTAL OPEN PROJECTS:		$67,700	$67,700	$37,192					

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 Allocation Expended	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	20%	$25,223	$1,752	$353	Oct-13	N/A	▲	▲	▲
6	Various	PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)		June -15		Aug-16	PS&E/CON	96%	$105,445	$105,445	$99,737	May-13	Aug-13	▲	▲	♦
7	SF	SFMTA	Central Subway				Oct-15	CON	100%	$61,308	$61,308	$61,308	Sept-12	Oct-12	▲	▲	▲
8	SF	BART	Millbrae Station Track Improvements and Car Purchase				Jan-17	CON	47%	$140,000	$140,000	$65,605	Oct-13	Jan-14	▲	▲	♦
9	Various	SCRRA	Metrolink Positive Train Control				June-16	CON	70%	$35,000	$35,000	$24,546	Aug-11	Oct-10	▲	▲	♦
10	LA	LACMTA	Regional Connector Transit Corridor				May-17	CON	90%	$114,874	$114,874	$103,386	May-13	May-14	▲	▲	♦
11	Various	SCRRA	Metrolink High-Speed Rail Readiness Program				May-17	CON	20%	$68,500	$68,500	$12,052	Aug-12	May-13	▲	▲	♦
12	SJ	SJRRC	Stockton Passenger Track Extension				Feb-17	CON	3%	$10,974	$395	$395	Oct-12	Feb-14	▲	▲	♦
13	SD	SANDAG	Blue Line Light Rail Improvements				May-16	CON	90%	$57,855	$57,855	$57,779	Aug-12	May-13	▲	▲	♦
14	SD	NCTD	Positive Train Control				Dec-15	CON	79%	$17,833	$17,833	$14,052	Jan-11	Aug-11	▲	▲	♦
15	ALA	BART	Maintenance Shop & Yard Improvements				Apr-18	CON	1%	$78,639	$78,639	$1,148	Oct-14	July-15	▲	▲	▲
									TOTAL OPEN PROJECTS:	**$715,651**	**$681,600**	**$440,361**					

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 37

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16, 2016

Reference No.: 3.11
Information

From: WILL KEMPTON
Executive Director

Subject: **Toll Bridge Seismic Retrofit Program - 2015 Fourth Quarter Progress and Financials 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 –

- Caltrans is in the process of closing out the SAS contract with the joint venture American Bridge/Fluor (ABF). The closeout is under terms and conditions consistent with the Toll Bridge Program Oversight Committee's (TBPOC's) findings that three parties – contractor, designer and Caltrans – are responsible for the failure of the rods on Pier E-2 and for the $24 million cost to replace the functionality of the failed rods.
- The TBPOC reserved the right to pursue claims against the contractors and designer pending results of the SAS tower foundation rod investigation currently underway. The TBPOC will provide reports on the tower rod investigation at its regular public meetings.

Dismantling of the old span -

- Construction completion of the new Yerba Buena Island eastbound on-ramp and bicycle/pedestrian path is delayed until end of July 2016. Dismantling of the 504' and 288' truss sections back to the Oakland shoreline has started with the successful lowering of the first 504' truss onto barges on February 5, 2016.
- Caltrans in early November 2015 successfully removed the old Pier E-3 footing by implosion with minimal environmental impact. Caltrans is now in the process of seeking environmental approvals for the removal of the remaining marine foundation piers by the implosion process.

BACKGROUND: Assembly Bill 144 (Statutes of 2005, Hancock) created the 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 38

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16–17, 2016

Reference No.: 3.12
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **FISCAL YEAR 2015–16 – 2nd QUARTER AIRPORT IMPROVEMENT PROGRAM (AIP) AND ACQUISITION AND DEVELOPMENT (A&D) PROJECTS REPORTS**

The attached reports include the California Department of Transportation's Division of Aeronautics Second Quarter reports for Fiscal Year 2015–16 for the Airport Improvement Program and the Acquisition and Development Projects. These reports have been discussed with the staff of the California Transportation Commission.

Attachments

1. Airport Improvement Program
2. Acquisition and Development Projects Report

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fiscal Year 2015–2016
Second Quarter Report

Division of Aeronautics

Airport Improvement Program

Report to the

California Transportation Commission

BACKGROUND:

The California Department of Transportation (Department) Division of Aeronautics Program is funded by the Aeronautics Account in the State Transportation Fund. It is prepared in accordance with the California Public Utilities Code (PUC), sections 21683 and 21706.

Section 21683.20 of the PUC provides that the Department, upon allocation by the California Transportation Commission (Commission), may provide a matching grant to a public entity for five percent of the amount of a federal Airport Improvement Program (AIP) grant.

Each year the Commission approves a set-aside to match 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 the Commission with quarterly reports on the status of all sub-allocations made for State AIP Matching grant funds. It should be noted the Aeronautics Account is a continuously appropriated account, and any unused funds would revert to the Aeronautics account for use in future fiscal years.

STATUS:

At its December 2015 meeting, the Commission allocated an additional $1,000,000 for the set-aside AIP Matching Grant for Fiscal Year 2015–16 bringing the total AIP Match from $1,000,000 to $2,000,000. The Department has sub-allocated a total of $1,623,984 to 38 projects. There is $376,016 allocation authority remaining at the end of the second quarter.

Aid to Airports Matching Grant Program

Airport	Sponsor	Project Description	Date Executed	Total Project Costs	AIP Grant Amount	State Match Amount
Camarillo	County of Ventura	Pavement Rehabilitation for Airport Apron	08/19/2015	$ 268,299	$ 241,469	$ 12,073
Big Bear	Big Bear Airport District	Rehabilitate Runway 08/26 Lighting, Phase 1, design	09/03/2015	$ 157,500	$ 141,750	$ 7,088
Westover Field	County of Amador	Install Weather Reporting Equipment (replace existing Aviation Weather Observation Systems III)	09/03/2015	$ 111,111	$ 100,000	$ 5,000
Westover Field	County of Amador	Design: Rehabilitate Runway 01/19 (crack seal)	09/03/2015	$ 55,555	$ 50,000	$ 2,500
Mojave	East Kern Airport District.	Rehabilitate Runway 8/26, Rehabilitate Runway 8/26 Lighting, Install Airfield Guidance Signs	09/03/2015	$ 480,000	$ 432,000	$ 21,600
California City	City of California City	Rehabilitation of Taxiway 'D', Taxiway Way 'E,' and West end of Taxiway 'A'	09/08/2015	$ 865,405	$ 778,865	$ 38,943
Shafter-Minter Field	Minter Field Airport District	Taxiway 'A' Extension Project including Taxiway 'C' Removal; Installation of Runway 8/26 Vertical/Visual Guidance System including relocation of segmented circle, rotating beacon, and primary wind cone	09/08/2015	$ 922,697	$ 830,427	$ 41,521
Yuba County	County of Yuba	Update Airport Layout Plan (ALP) with Narrative Report (including ALP Drawing Set and Survey)	09/16/2015	$ 160,000	$ 144,000	$ 7,200
Bakersfield Municipal	City of Bakersfield	Rehabilitation of Northeast Hangar Taxilane (Construction-Only)	09/29/2015	$ 400,704	$ 360,633	$ 18,032
Calaveras County	County of Calaveras	Rehabilitate Runway 13/31 (slurry seal), Rehabilitate Taxiway "A" (slurry seal)	09/29/2015	$ 412,165	$ 365,100	$ 18,255
Byron	County of Contra Costa	Rehabilitate Runway 12/30, 5/23, Taxiway, Apron	09/29/2015	$ 927,229	$ 834,506	$ 41,725
Oceanside Municipal	City of Oceanside	Rehabilitate existing aircraft parking apron including underground utility lines, Phase 2 Install perimeter fencing including pedestrian access gates and emergency vehicle access gate, Phase 2	09/30/2015	$ 402,619	$ 339,619	$ 16,981
Reedley Municipal	City of Reedley	Install Perimeter Fencing, Phase 2	09/30/2015	$ 276,571	$ 248,913	$ 12,446
Nevada County	County of Nevada	Update ALP	10/05/2015	$ 174,969	$ 157,472	$ 7,874
Susanville Municipal	City of Susanville	Install Runway Vertical/Visual Guidance System Precision Approach Path Indicator Runway 11/29	10/05/2015	$ 69,710	$ 62,739	$ 3,137
Auburn Municipal	City of Auburn	ALP Update with Narrative Report	10/05/2015	$ 250,000	$ 225,000	$ 11,250
Paso Robles Municipal	City of Paso Robles	Design: Rehabilitate Taxiways B, C, D, and E	10/06/2015	$ 1,387,176	$ 126,000	$ 6,300
Tehachapi Municipal	City of Tehachapi	Rehabilitation of Southwest Diagonal Taxiway	10/06/2015	$ 948,815	$ 853,933	$ 42,697
Georgetown	County of El Dorado	Conduct Pavement Management Program	10/19/2015	$ 36,006	$ 32,405	$ 1,620
Placerville	County of El Dorado	Update Miscellaneous Study - Pavement Maintenance Management Program	10/19/2015	$ 41,116	$ 37,004	$ 1,850
Placerville	County of El Dorado	Rehabilitate Runway 5/23 (approximately 4,200 feet), Rehabilitate Taxiway (approximately 4,200 feet), Rehabilitate Apron (approximately 35,000 square yards)	10/19/2015	$ 301,963	$ 271,767	$ 13,588

Airport	Sponsor	Project Description	Date Executed	Total Project Costs	AIP Grant Amount	State Match Amount
Brawley Municipal	City of Brawley	Improve Runway Safety Area	11/03/2015	$ 862,636	$ 776,372	$ 38,819
San Bernardino Intl	San Bernardino International Airport Authority	Rehabilitate Taxiway, Phase I	11/04/2015	$ 1,481,282	$ 1,333,154	$ 66,658
Banning Municipal	City of Banning	Remove Obstructions, Install Airfield Guidance Signs	11/09/2015	$ 141,300	$ 127,170	$ 6,359
Hollister Municipal	City of Hollister	Rehabilitate Runway 13/31, Phase II	11/09/2015	$ 6,467,407	$ 5,820,666	$ 291,033
Independence	County of Inyo	Rehabilitation of Runway 14/32	11/16/2015	$ 337,090	$ 303,381	$ 15,169
Eastern Sierra Regional Bishop	County of Inyo	Rehabilitation of Runway 16/34 and Miscellaneous Airfield Pavements; Airfield Pavement Markings; Installation of Runway Vertical/Visual Guidance System; Installation of Perimeter Fencing.	11/16/2015	$ 1,580,396	$ 1,422,356	$ 71,118
General William Fox Airfield	County of Los Angeles	Construct Taxiway Connector H	11/19/2015	$ 1,468,274	$ 1,321,446	$ 66,072
Oakdale Municipal	City of Oakdale	Erosion Control in Gore/Perimeter Areas, Slope Stabilization/Erosion Control of Runway	11/19/2015	$ 166,666	$ 150,000	$ 7,500
Santa Ynez	County of Santa Barbara	Security Enhancements (Construction-Only); Rehabilitation of Runway 8-26 Lighting, Installation of Runway 8-26 Vertical/Visual Guidance System, Installation of Miscellaneous NAVAIDS, Rehabilitation of Taxiway Lighting (Design-Only).	11/30/2015	$ 1,255,873	$ 1,130,285	$ 56,514
Twenty-Nine Palms	County of San Bernardino	Conduct Airport Airfield Drainage Study	11/30/2015	$ 60,000	$ 54,000	$ 2,700
Needles	County of San Bernardino	Conduct Airport Airfield Drainage Study	11/30/2015	$ 60,000	$ 54,000	$ 2,700
Columbia	County of Tuolumne	Design: Rehabilitate Taxiway, Phase I	12/07/2015	$ 199,818	$ 181,155	$ 9,058
Columbia	County of Tuolumne	Update Airport Master Plan Study	12/07/2015	$ 383,706	$ 345,335	$ 17,267
Truckee-Tahoe	Truckee-Tahoe Airport District	Rehabilitate Taxiway A, F, U, and J (approximately 360,460 square feet)	12/11/2015	$ 2,397,282	$ 2,157,553	$ 107,878
El Monte	County of Los Angeles	Rehabilitate Apron, Phase 2	12/11/2015	$ 47,500	$ 5,168,838	$ 258,442
Brown Field Municipal	City of San Diego	Rehabilitate Runway 8L/26R, Phase II	12/15/2015	$ 4,860,709	$ 4,374,638	$ 218,732
Marina Municipal	City of Marina	Install perimeter Fencing	12/28/2015	$ 1,250,806	$ 1,125,725	$ 56,286
				$31,670,355	$32,479,676	$ 1,623,984

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Fiscal Year 2015–2016
Second Quarter Report

Division of Aeronautics

Acquisition and Development Projects

Report to the

California Transportation Commission

SUMMARY

This report for the Division of Aeronautics (Division) Acquisition and Development (A&D) Projects is for the second quarter of the Fiscal Year (FY) 2015–16. This report includes the status of the allocated projects.

BACKGROUND

The Aeronautics A&D Program is a biennial three-year program for the acquisition and development of airports.

The Division of Aeronautics Program is funded by the Aeronautics Account in the State Transportation Fund. It is prepared in accordance with California Public Utilities Code, sections 21683 and 21706. The A&D projects are State funded at 90 percent of the total project cost with a 10 percent local match required.

STATUS

Currently, there are a total of 29 projects valued at $5.6 million. The following two allocated projects are behind schedule:

Airport and County Project Description	Status	Estimated End of Construction
* **Ravendale Airport** Lassen County 1. Widen Runway, Taxiway; Rehabilitate and Restripe Pavement	This project has been included in Capital Improvement Plan reports for several cycles before receiving allocation. Lassen County has had challenges delivering multiple projects simultaneously due to its limited staff and a limited construction window. Delay of this project is also due to the contingency of the completion of the other projects.	July 2016
* **Santa Barbara Airport** Santa Barbara County 2. Adopt Airport Land Use Compatibility Plan	The Airport Land Use Commission (ALUC) finished the Airport Land Use Compatibility Plan (ALUCP) but has not adopted the document due to the need for California Environmental Quality Act compliance. The ALUC has applied for a new grant to prepare an environmental document, and it is included in the Capital Improvement Plan for the FY 2015–16. Once the environmental compliance is met, the ALUC will adopt the ALUCP, and the Division can make the final payment for SB-VAR-10-1 and close out this grant.	August 2016

Acquisition and Development Projects Status and Detail

Allocated Projects

District	Airport	County	Project Description	Project Status	Allocation Date	Total Allocation	Total Expenditure to Date	Estimated Date of Completion
7	Bracket Field	Los Angeles	Airport Land Use Compatibility Plan (ALUCP)	Final invoice on process	6/22/2011	$97,000	$69,679	12/31/2015
8	Hemet Ryan	Riverside	ALUCP	Progress Pay	9/15/2011	$117,000	$42,556	6/30/2016
11	Jacumba	San Diego	Rehabilitate Runway 07/25	Plans, Specifications, and Estimate (PS&E) Approved	5/28/2015	$383,000	0	5/28/2019
2	Trinity Center	Trinity	Slurry Seal Apron, Taxiway area, and Restripe Pavement	PS&E Extension Requested	5/28/2015	$90,000	0	5/28/2019
2	Herlong	Lassen	Install Runway Lighting	PS&E	5/28/2015	$84,000	0	5/28/2019
2	Herlong	Lassen	Overlay Runway, Taxiway, and Apron	PS&E	5/28/2015	$410,000	0	5/28/2019
2	*1 Ravendale	Lassen	Widen Runway, Taxiway; Rehabilitate and Restripe Pavement	Construction	3/23/2011	$306,000	0	7/31/2016
2	Ravendale	Lassen	Overlay Runway and Tie-down Area	Construction	5/28/2015	$244,000	0	5/28/2019
2	Ravendale	Lassen	Install Runway Lighting	PS&E	5/28/2015	$86,000	0	5/28/2019
4	San Carlos	San Mateo	ALUCP	Completed	1/25/2012	$135,000	$135,000	11/18/2015
5	*2 Santa Barbara	Santa Barbara	ALUCP	Progress Pay	1/20/2011	$90,000	$81,000	8/15/2016
1	Ward Field	Del Norte	Obstruction Removal (Trees)	Project Started	4/25/2012	$113,000	$32,880	2/11/2017
11	Agua Caliente Springs	San Diego	Rehabilitate Runway 11/29	Construction	1/22/15	$499,000	0	1/22/2019
1	Ward Field	Del Norte	ALUCP	Progress Pay	3/26/15	$135,000	$4,050	3/26/2019
3	Chico Municipal	Butte	ALUCP	In the process of choosing consultant	3/26/15	$99,000	0	3/26/2019
4	Rio Vista	Solano	ALUCP	In the process of choosing consultant	3/26/15	$144,000	0	3/26/2019
2	Ruth	Trinity	Runway Overlay and Restripe Pavement	PS&E Extension Requested	3/26/15	$432,000	0	3/26/2019
10	Calaveras/Maury	Calaveras	Upgrade Weather Observing System	Construction	3/26/15	$50,000	0	3/26/2019
10	Calaveras/Maury	Calaveras	Replace Rotation Beacon	Construction	3/26/15	$20,000	0	3/26/2019
3	Cameron Airpark	El Dorado	Runway Crack Repair and Slurry Seal	PS&E	6/25/2015	$89,000	0	6/25/2019
8	Jacqueline Cochran	Riverside	ALUCP – (County-wide)	Allocated	6/25/2015	$135,000	0	6/25/2019
1	Andy McBeth	Del Norte	Obstruction Removal (Trees)	Allocated	6/25/2015	$135,000	0	6/25/2019
8	Chiriaco Summit	Riverside	Runway Paving and Grading	PS&E	6/25/2015	$430,000	0	6/25/2019
2	Montague-Yreka, Rohrer Field	Siskiyou	Install Precision Approach Path Indicator on Runway 14	PS&E Approved	6/25/2015	$68,000	0	6/25/2019
4	Hayward Executive	Alameda	Runway 10R/28L and Taxiway Paving and Restriping	PS&E Approved	5/28/2015	$499,000	0	5/28/2019

District	Airport	County	Project Description	Project Status	Allocation Date	Total Allocation	Total Expenditure to Date	Estimated Date of Completion
2	Ravendale	Lassen	Construct Windsock Lighting and Beacon; Repair Segmented Circle	PS&E	5/28/2015	$108,000	0	5/28/2019
5	Marina	Monterey	ALUCP	Allocated	8/27/2015	$162,000	$0	8/1/2019
5	Santa Barbara	Santa Barbara	ALUCP	Allocated	12/9/2015	$140,000	$0	12/1/2019
			Total Projects 28			**$5,300,000**	**$365,165**	

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: March 16-17, 2016

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-16-09, E-16-10, E-16-11, and E-16-12.

ISSUE:

02-Plu-89, PM 19.8/20.8
RESOLUTION E-16-09

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 89 (SR 89) in Plumas County. Construct roadway improvements including streetscape features and drainage on a portion of SR 89 in the community of Greenville. (PPNO 3355)

This project in Plumas County will construct new curb and gutter, drainage upgrades, a center turn lane, and other improvements on SR 89 in the city of Greenville. The project is programmed in the State Transportation Improvement Program. The total estimated cost is $5,397,000 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 1

ISSUE:

03-Yol-275, PM 13.07
RESOLUTION E-16-10

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 275 (SR 275) in Yolo County. Replace a portion of the fender system on the Tower Bridge on SR 275 between the cities of West Sacramento and Sacramento. (PPNO 9427)

This project in Yolo County will remove and replace the fender system surrounding Pier 6 and Pier 7 of the Tower Bridge on SR 275 between the cities of West Sacramento and Sacramento. The project is programmed in the 2014 State Highway Operation and Protection Program. The total estimated cost is $10,821,000 for capital and support. Construction is estimated to begin in Fiscal Year 2017-18. 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, cultural resources, hazardous materials, and water quality. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, the use of sound attenuation devises, environmental awareness training for all construction personnel, new fender replacements matched with the design and appearance of the old fenders, appropriate BMPs for water pollution prevention, and the implementation of an approved Water Pollution Control Program. As a result, an MND was completed for this project.

Attachment 2

ISSUE:

03-Yub-20, PM 20.1/21.7, 03-Nev-20, PM 0.0/0.1
RESOLUTION E-16-11

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 20 (SR 20) in Yuba and Nevada counties. Construct roadway improvements on a portion of SR 20 near the community of Wildwood. (PPNO 9588)

This project in Yuba and Nevada Counties will realign curves and improve shoulders on SR 20 near the community of Lake Wildwood. The project is programmed in the State Highway Operation and Protection Program. The total estimated cost is $25,370,000 for capital and support. Construction is estimated to begin in Fiscal Year 2017-18. 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: cultural resources, and biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, data recovery protocol to be followed for any archeological resources found on the project site, replacement trees to be planted in the project right-of-way where feasible, disturbed riparian habitat to be mitigated through on-site restoration, and a wildlife undercrossing to be constructed for wildlife migration. As a result, an MND was completed for this project.

Attachment 3

ISSUE:

05-Mon-68, PM 12.8/13.2
RESOLUTION E-16-12

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 68 (SR 68) in Monterey County. Construct roadway improvements to the intersection of SR 68 and Corral de Tierra Road near the city of Salinas. (PPNO 1813A)

This project in Monterey County will construct turn lanes, merge lanes, and other improvements to the intersection of SR 68 and Corral de Tierra Road near the city of Salinas. The project is programmed in the State Transportation Improvement Program. The total estimated cost is $2,250,000 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 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, ESA fencing to be installed around sensitive areas, project area will be revegetated with native species, preconstruction surveys to be conducted for nesting birds and estivating California tiger salamanders, and loss of California tiger salamander habitat to be mitigated at a 1:1 ratio. As a result, an MND was completed for this project.

Attachment 4

Attachment 1

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
02-Plu-89, PM 19.8/20.8
Resolution E-16-09

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 89 (SR 89) in Plumas County. Construct roadway improvements including streetscape features and drainage on a portion of SR 89 in the community of Greenville. (PPNO 3355)

1.2 **WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 1

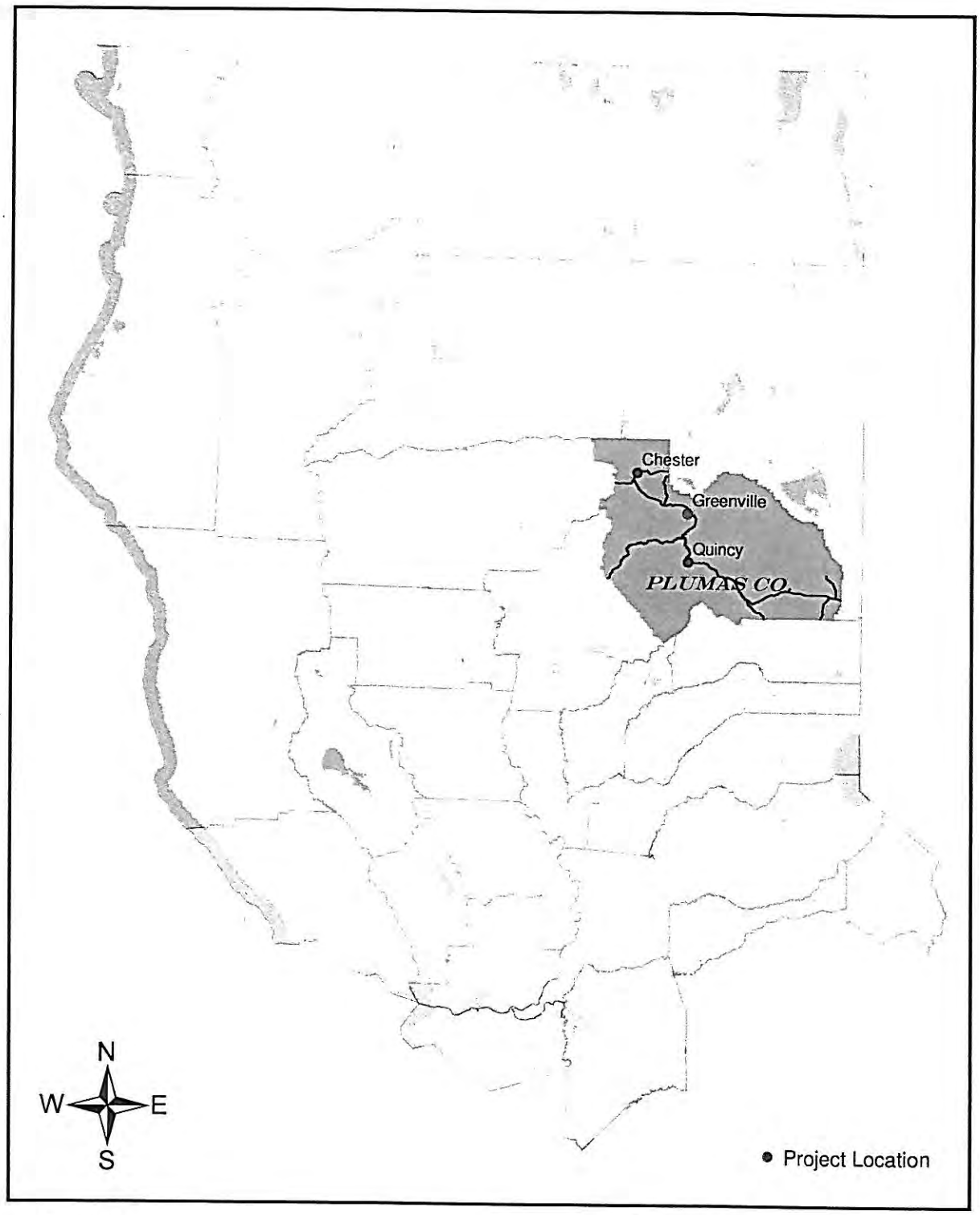


Figure 1. Project Vicinity Map

02-PLU-89
P.M. 19.8-20.8
02-0E240

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
03-Yol-275, PM 13.07
Resolution E-16-10

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:

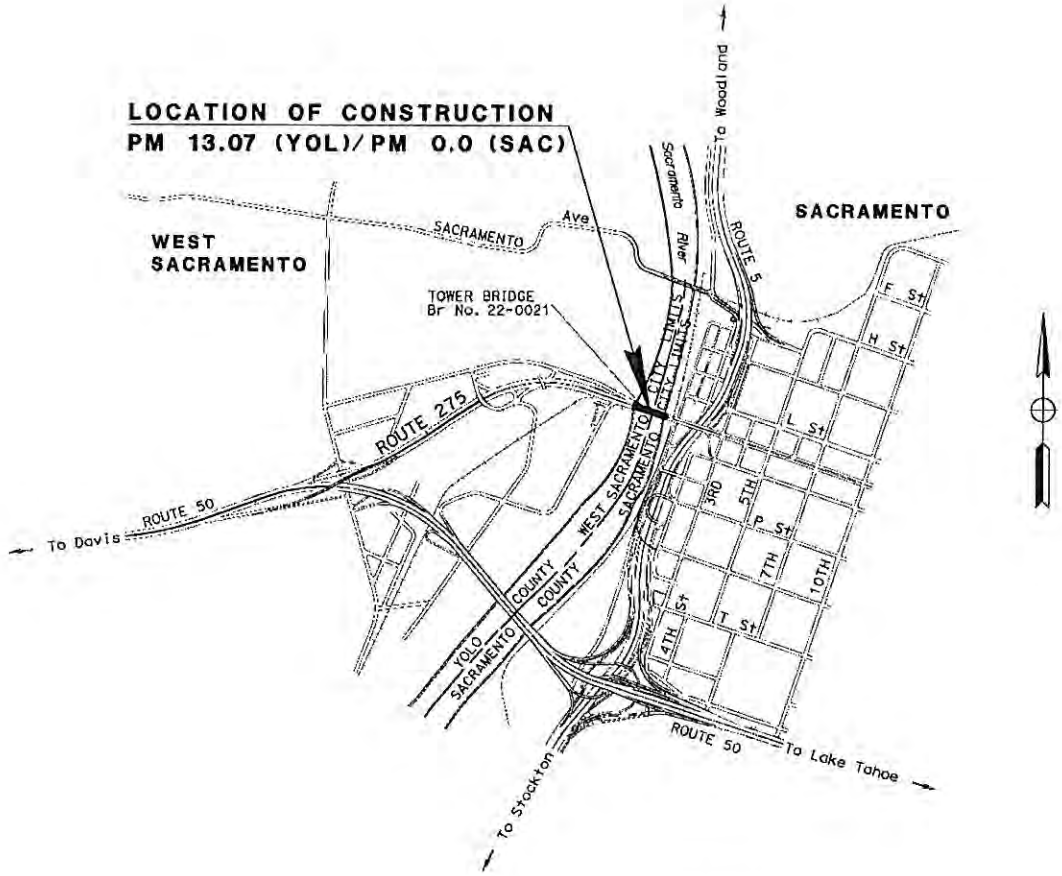
- State Route 275 (SR 275) in Yolo County. Replace a portion of the fender system on the Tower Bridge on SR 275 between the cities of West Sacramento and Sacramento. (PPNO 9427)

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.



NO SCALE

Location Map

Tower Bridge Fender Replacement Project
03-YOL-275 (PM 13.1)

State of California
Department of Transportation

ATTACHMENT 2

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
03-Yub-20, PM 20.1/21.7, 03-Nev-20, PM 0.0/0.1
Resolution E-16-11

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 20 (SR 20) in Yuba and Nevada counties. Construct roadway improvements on a portion of SR 20 near the community of Wildwood. (PPNO 9588)

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.

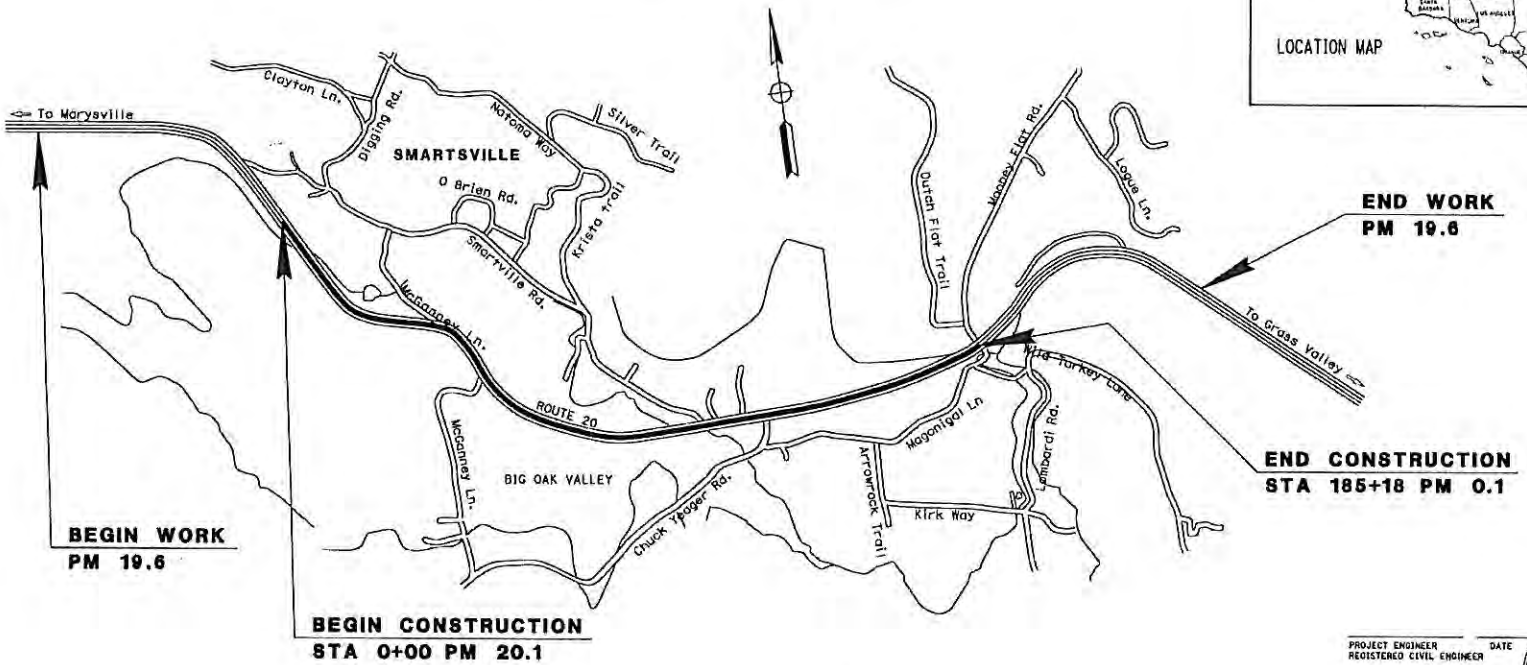
INDEX OF PLANS

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

PROJECT PLANS FOR CONSTRUCTION ON
STATE HIGHWAY
IN YUBA COUNTY
ON ROUTE 20
NEAR LAKE WILDWOOD FROM 0.4 MILES EAST OF MCGANNEY LANE TO YUBA/NEVADA COUNTY LINE AND IN NEVADA COUNTY FROM YUBA /NEVADA COUNTY LINE TO MOONEY FLAT ROAD

TO BE SUPPLEMENTED BY STANDARD PLANS DATED 2010

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
03	Yub,Nev	20	20.1/21.6, 0.0/0.1		



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 SCANNED COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER No. Exp. CIVIL STATE OF CALIFORNIA

THE CONTRACTOR SHALL POSSESS THE CLASS (OR CLASSES) OF LICENSE AS SPECIFIED IN THE "NOTICE TO BIDDERS."

CONTRACT No.	03-2F5904
PROJECT ID	0300020624

DATE PLOTTED => 04-SEP-2015
TIME PLOTTED => 19:25
09-11-14

PROJECT MANAGER
DESIGN MANAGER

BORDER LAST REVISED 10/4/2013 | CALTRANS WEB SITE IS: HTTP://WWW.DOT.CA.GOV/ | RELATIVE BORDER SCALE IS IN INCHES 0 1 2 3 | USERNAME => s125162 DGN FILE => Smartsville_Title.dgn | UNIT 0000 | PROJECT NUMBER & PHASE 00000000001

ATTACHMENT 3

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
05-Mon-68, PM 12.8/13.2
Resolution E-16-11

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 68 (SR 68) in Monterey County. Construct roadway improvements to the intersection of SR 68 and Corral de Tierra Road near the city of Salinas. (PPNO 1813A)

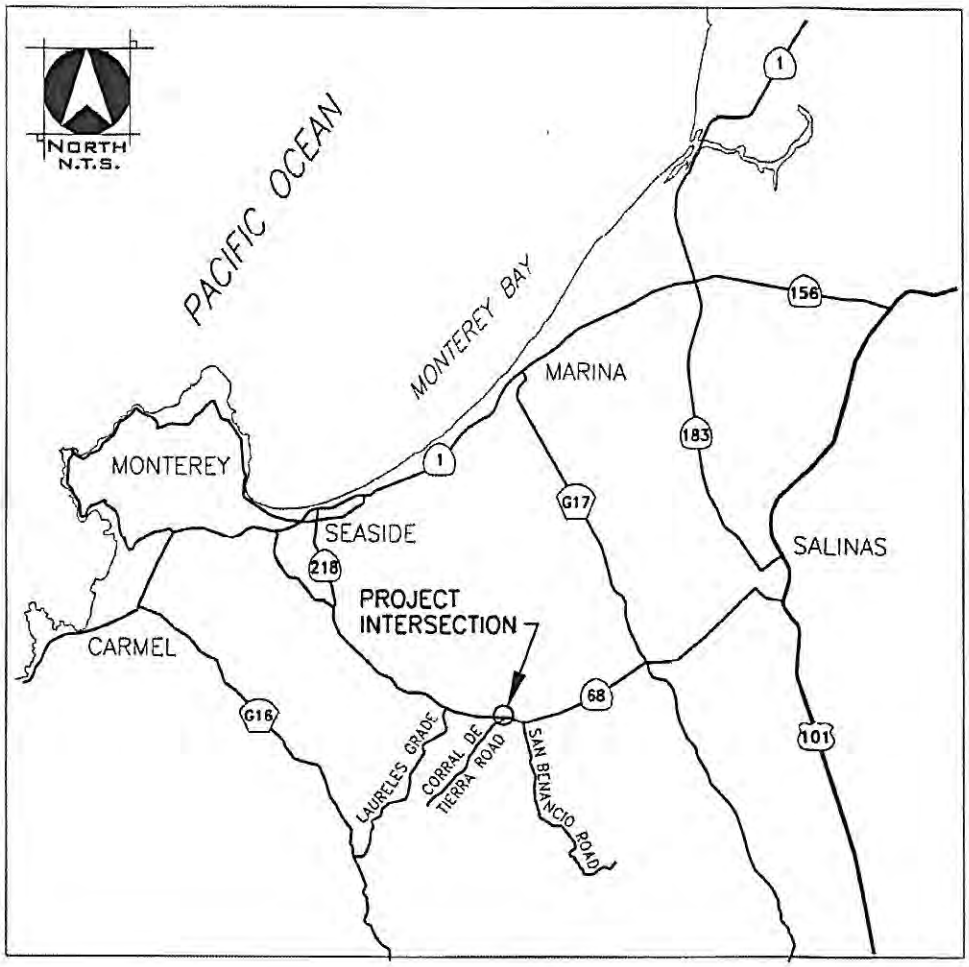
1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

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 4



M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

Reference No.: 2.2c (2)
Action

From: WILL KEMPTON
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING MITIGATED NEGATIVE DECLARATION FOR THE C STREE/CENTRAL GALT COMPLETE STREETS PROJECT (RESOLUTION E-16-13)**

ISSUE:
Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the C Street/Central Galt Complete Streets Project (Project) in Sacramento 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 Galt (City) is the CEQA lead agency for the project. The project will serve to connect the Central Galt State Route (SR) 99 Interchange and Old Town by transitioning C Street between Civic Drive and 6th Street. Project elements include streetscape improvements along C Street from the freeway interchange to approximately the alley between 5th and 6th Streets, and along Lincoln Way from A Street to C Street. Fourth Street streetscape and open space improvements are also proposed within and adjacent to the Union Pacific Railroad (UPRR) right-of-way.

On July 21, 2015, the City adopted 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 less than significant levels relate to air quality, archaeological resources, soil contamination and noise exposure. Mitigation measures include, but are not limited to: require contractors to water exposed soil twice a day and maintain two feet of freeboard space on haul trucks; halt construction activities if buried cultural materials are discovered; contact qualified specialists in the event discolored soils, vapors, or contaminated groundwater are identified; and hire acoustical consultant to determine if noise barriers are necessary.

On January 20, 2016 the County confirmed that the preferred alternative set forth in the final environmental document is consistent with project scope of work and programming by the Commission.

The project is estimated to cost $2,551,600 and is fully funded through construction with State Transportation Improvement Program (STIP) Funds ($2,000,000) and Measure A Funds ($551,600). Construction is estimated to begin in Fiscal Year 2016/17.

Attachments
- Resolution E-16-13
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
03 – Sacramento County
Resolution E-16-13

1.1 **WHEREAS,** the City of Galt has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- C Street/Central Galt Complete Streets Project

1.2 **WHEREAS,** the City of Galt has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines; and

1.3 **WHEREAS,** the project will serve to connect the Central Galt State Route (SR) 99 Interchange and Old Town by transitioning C Street between Civic Drive and 6th Street; and

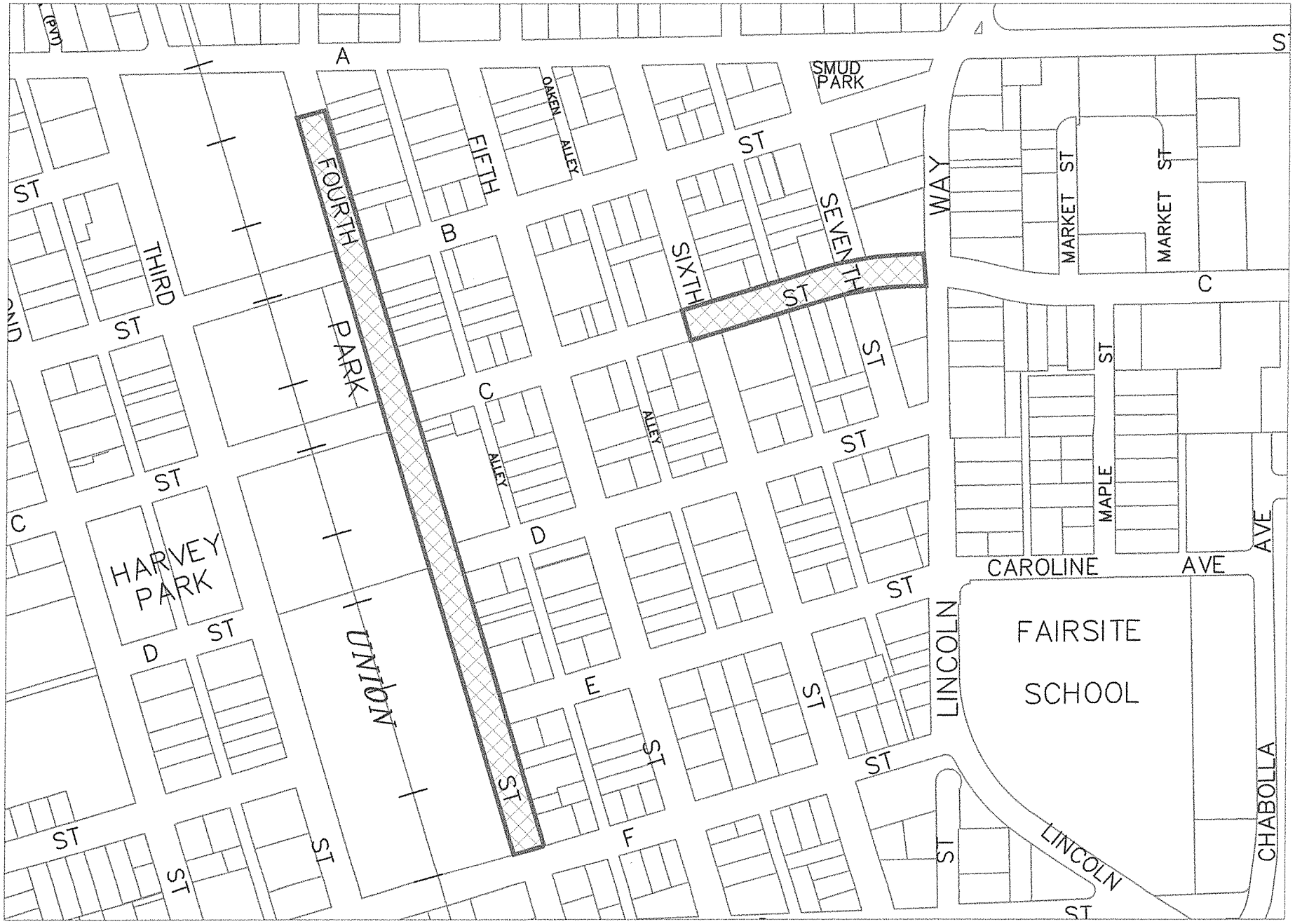
1.4 **WHEREAS,** the project is located on C Street from Civic Drive to 6th Street, along Lincoln Way from A Street to C Street, and along 4th Street between A Street and F Street; and

1.5 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in Mitigated Negative Declaration; and

1.6 **WHEREAS,** the Galt City Council found that the proposed project would not have a significant effect on the environment; and

1.7 **WHEREAS,** the Galt City Council approved the Mitigated Negative Declaration.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced project to allow for future consideration of funding.



ORIGNAL CENTRAL GALT CORRIDOR PROJECT BOUNDARY

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

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 CASTROVILLE BICYCLE/PEDESTRIAN PATH AND RAILROAD CROSSING PROJECT (RESOLUTION E-16-14)**

ISSUE:
Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Castroville Bicycle/Pedestrian Path and Railroad Crossing Project (Project) in Monterey 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 County of Monterey (County) is the CEQA lead agency for the project. The project will construct a Class 1 bicycle trail on Salinas Street from McDougall Street to the intersection of Axtell Street and Benson Road. Departing from this intersection, the trail will cross over the Union Pacific Railroad (UPRR) tracks with an overcrossing structure to Collins Road and continue as a Class 1 bicycle trail on Collins Road to Castroville Boulevard. The total length of the project is approximately 3,885 feet (0.74 mile).

On February 4, 2014, the Monterey County Board of Supervisors adopted 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 less than significant levels relate to aesthetics, agriculture and forestry, air quality, biological, cultural resources, hazards and hazardous materials, hydrology and water quality and noise. Mitigation measures include, but are not limited to: require contractor to prepare a detailed exterior lighting plan; swap impacted farmland for equivalent agricultural land at 2:1 ratio; halt construction activities if buried cultural materials are discovered; and place appropriate sound muffling devices on construction equipment.

On January 19, 2016 the County confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work and programming by the Commission.

The project is estimated to cost $9,643,010 and is fully funded through construction with State Transportation Improvement Program (STIP) Funds ($1,500,000), Active Transportation Program (ATP) Funds ($913,000), Transportation Enhancement ($5,137,000), Earmark Grade Crossing ($965,818), Transportation Development Act ($953,192) and Local Road Funds ($174,000). Construction is estimated to begin in Fiscal Year 2016/17.

Attachments
- Resolution E-16-14
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
05 – Monterey County
Resolution E-16-14

1.1 **WHEREAS,** the County of Monterey has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Castroville Bicycle/Pedestrian Path and Railroad Crossing Project

1.2 **WHEREAS,** the County of Monterey has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines; and

1.3 **WHEREAS,** the project will construct a Class 1 bicycle trail on Salinas Street from McDougall Street to the intersection of Axtell Street and Benson Road; and

1.4 **WHEREAS,** the project is located in North Monterey County, in the community of Castroville (Salinas Street from McDougall Street to the intersection of Axtell Street and Benson Road); and

1.5 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in Mitigated Negative Declaration; and

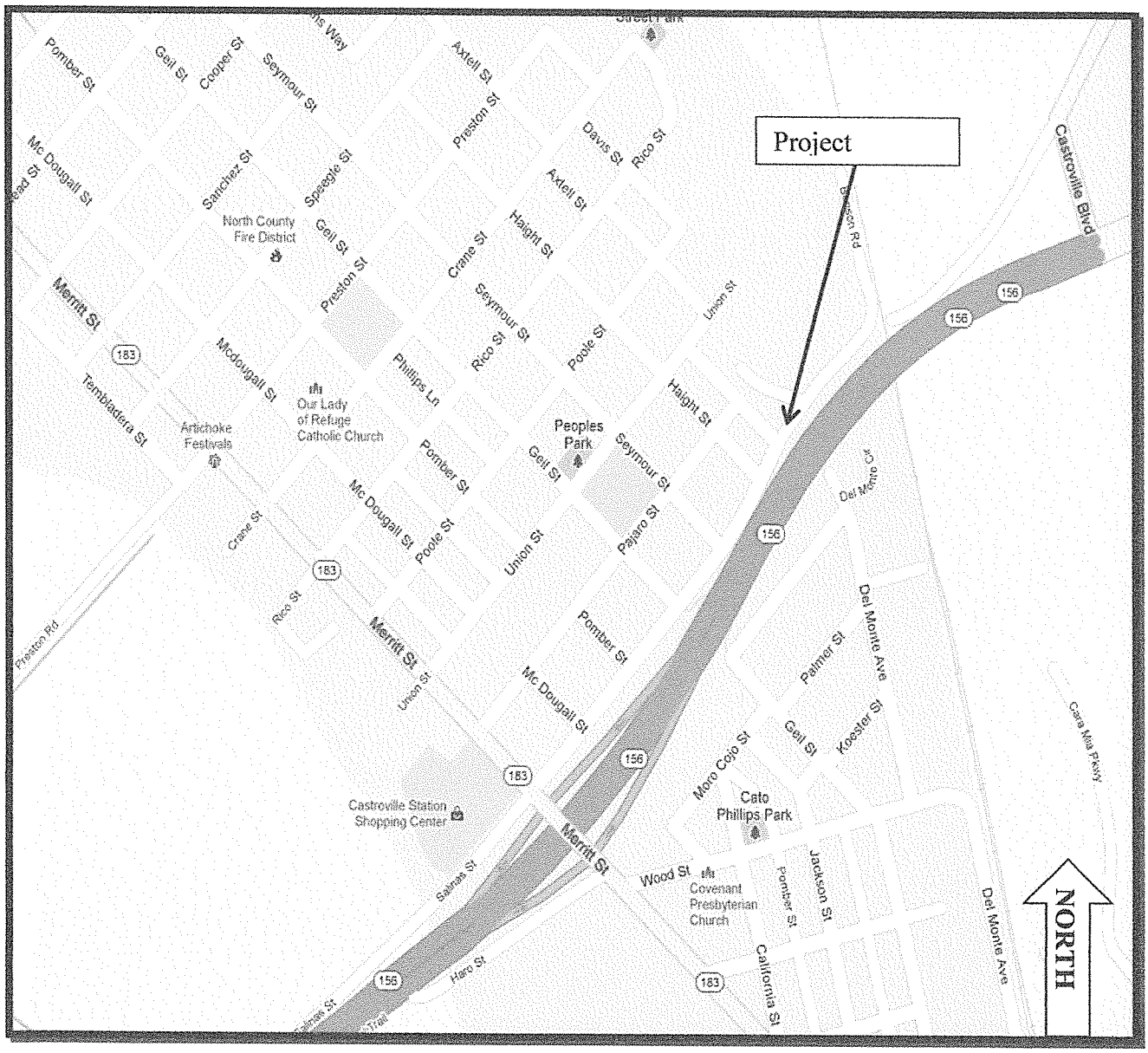
1.6 **WHEREAS,** the Monterey County Board of Supervisors found that the proposed project would not have a significant effect on the environment; and

1.7 **WHEREAS,** the Monterey County Board of Supervisors approved the Mitigated Negative Declaration.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced project to allow for future consideration of funding.

COUNTY OF MONTEREY
RMA - PUBLIC WORKS
CASTROVILLE RAILROAD CROSSING BICYCLE/PEDESTRIAN PATH

LOCATION MAP



Tab 42

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

Reference No.: 2.2c (4)
Action

From: WILL KEMPTON
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING MITIGATED NEGATIVE DECLARATION FOR THE NORTH ATWATER CROSSING PROJECT (RESOLUTION E-16-15)**

ISSUE:
Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the North Atwater Crossing Project (Project) in Los Angeles 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 Los Angeles (City) is the CEQA lead agency for the project. The project involves the construction of a multi-modal, cable-stay bridge over the Los Angeles River to facilitate crossings for bicycles, pedestrians and equestrians. The crossing would connect near existing equestrian facilities on the eastern bank of the Los Angeles River to an existing segment of the Los Angeles River Bikeway on the western bank, enabling safe, year-round passage into Griffith Park.

On September 17, 2013, the Los Angeles City Council adopted 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 less than significant levels relate to preventing the spread of invasive species, vegetation removal and disposal, nesting bird avoidance, nighttime construction noise abatement and traffic management. Mitigation measures include, but are not limited to: require contractor to clean construction vehicles with compressed water to minimize the spread of invasive plants; time construction activities to occur outside the migratory bird season from March 1 through August 31; and institute traffic mitigation provisions to maintain a Level of Service (LOS) of "C" or better on the I-5 Freeway segment between Los Feliz Boulevard and Colorado Boulevard.

On February 26, 2016, the County confirmed that the preferred alternative set forth in the final environmental document is consistent with project scope of work and programming by the Commission.

The project is estimated to cost $8,660,000 and is fully funded through construction with Active Transportation Program (ATP) Funds ($3,660,000) and Local Funds ($5,000,000). Construction is estimated to begin in Fiscal Year 2016/17.

Attachments
- Resolution E-16-15
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
07 – Los Angeles County
Resolution E-16-15

1.1 **WHEREAS,** the City of Los Angeles has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- North Atwater Crossing Project

1.2 **WHEREAS,** the City of Los Angeles has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines; and

1.3 **WHEREAS,** the project involves the construction of a multi-modal, cable-stay bridge over the Los Angeles River to facilitate crossings for bicycles, pedestrians and equestrians; and

1.4 **WHEREAS,** the project is located in the Atwater Village neighborhood of the City of Los Angeles, and connects nearby existing equestrian facilities on the eastern bank of the Los Angeles River to an existing segment of the Los Angeles River Bikeway on the western bank, enabling safe, year-round passage into Griffith Park; and

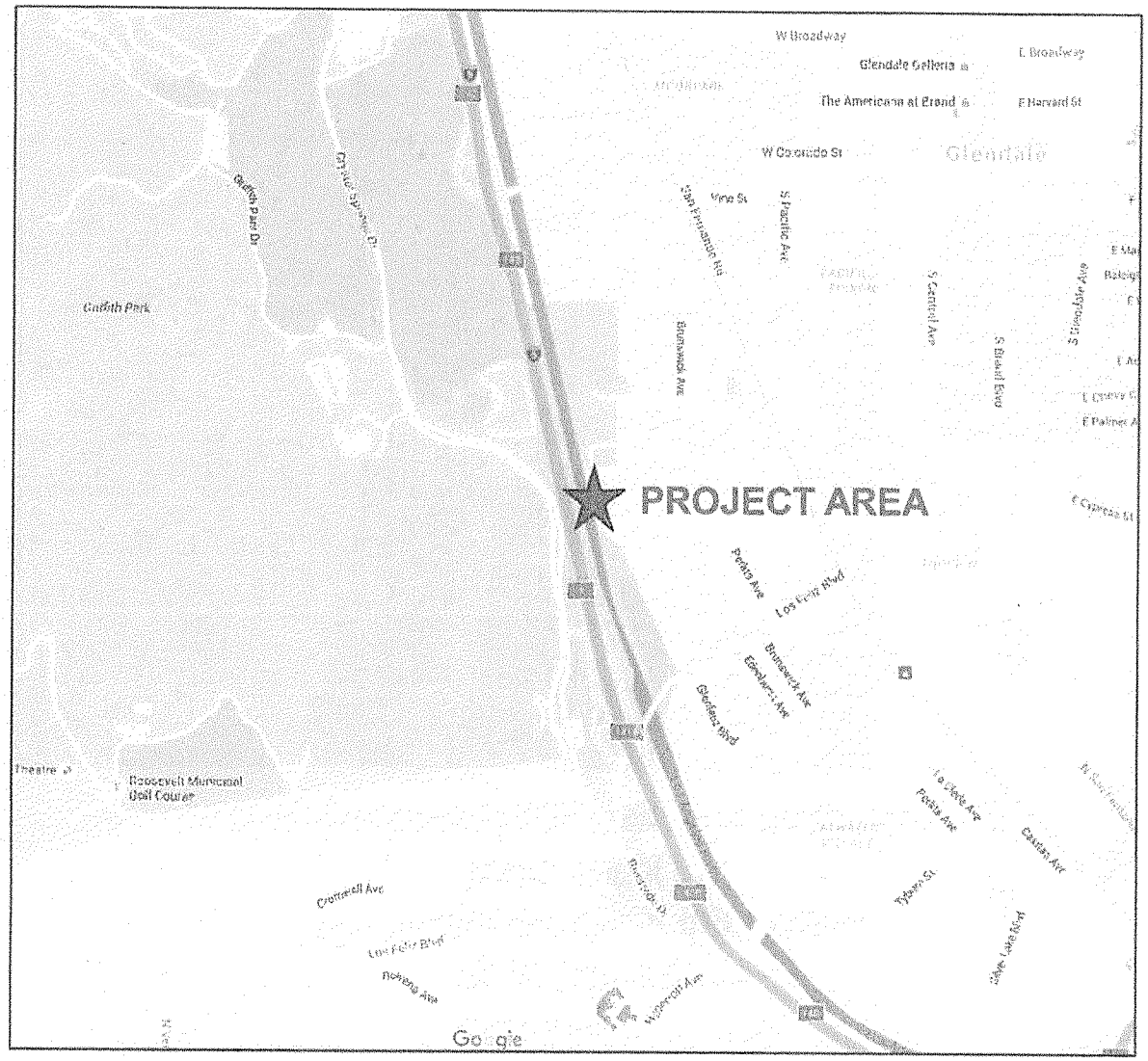
1.5 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in Mitigated Negative Declaration; and

1.6 **WHEREAS,** the Los Angeles City Council found that the proposed project would not have a significant effect on the environment; and

1.7 **WHEREAS,** the Los Angeles City Council approved the Mitigated Negative Declaration.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced project to allow for future consideration of funding.

Vicinity Map
City of Los Angeles
North Atwater Crossing Project (aka North Atwater Non-Motorized Multi-Modal Bridge)
ATPL-5006(833)



Tab 43

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

Reference No.: 2.2c (5)
Action

From: WILL KEMPTON
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING MITIGATED NEGATIVE DECLARATION FOR THE TRACKS AT BREA – SEGMENT 6 PROJECT (RESOLUTION E-16-16)**

ISSUE:
Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Tracks at Brea - Segment 6 Project (Project) in Orange 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 Brea (City) is the CEQA lead agency for the project. The project involves the construction of a 10 to 15 foot wide (variable) dual tread bicycle and walking trail through the central portion of the City. The trail would extend approximately 3.8 miles along existing road, rail, and flood control rights-of-ways from Valencia Avenue in the east to Arovista park in the west. The trail will link to the La Floresta trail on the east by way of crossing Valencia Avenue.

On December 4, 2007, the Brea City Council adopted 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 less than significant levels relate to air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, noise abatement and traffic congestion. Mitigation measures include, but are not limited to: require contractor to institute dust control to minimize fugitive dust emissions; preserve and limit impacts to the Coastal Cactus Wren habitat; require that construction staging areas be located away from existing residential locations; and implement traffic mitigation measures to protect bicyclists and pedestrians crossing Brea Boulevard during construction.

On January 8, 2016, the City confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work and programming by the Commission.

The project is estimated to cost $1,603,580 and is fully funded through construction with Active Transportation Program (ATP) Funds ($652,430), Congestion Management and Air Quality Improvement Funds ($836,150) and Mobile Source Air Pollution Reduction (MSRC) Funds ($115,000). Construction is estimated to begin in Fiscal Year 2016/17.

Attachments
- Resolution E-16-16
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
12 – Orange County
Resolution E-16-16

1.1 **WHEREAS,** the City of Brea has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Tracks at Brea – Segment 6 Project

1.2 **WHEREAS,** the City of Brea has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines; and

1.3 **WHEREAS,** the project involves the construction of a 10 to 15 foot wide (variable) dual tread bicycle and walking trail through the central portion of the City of Brea; and

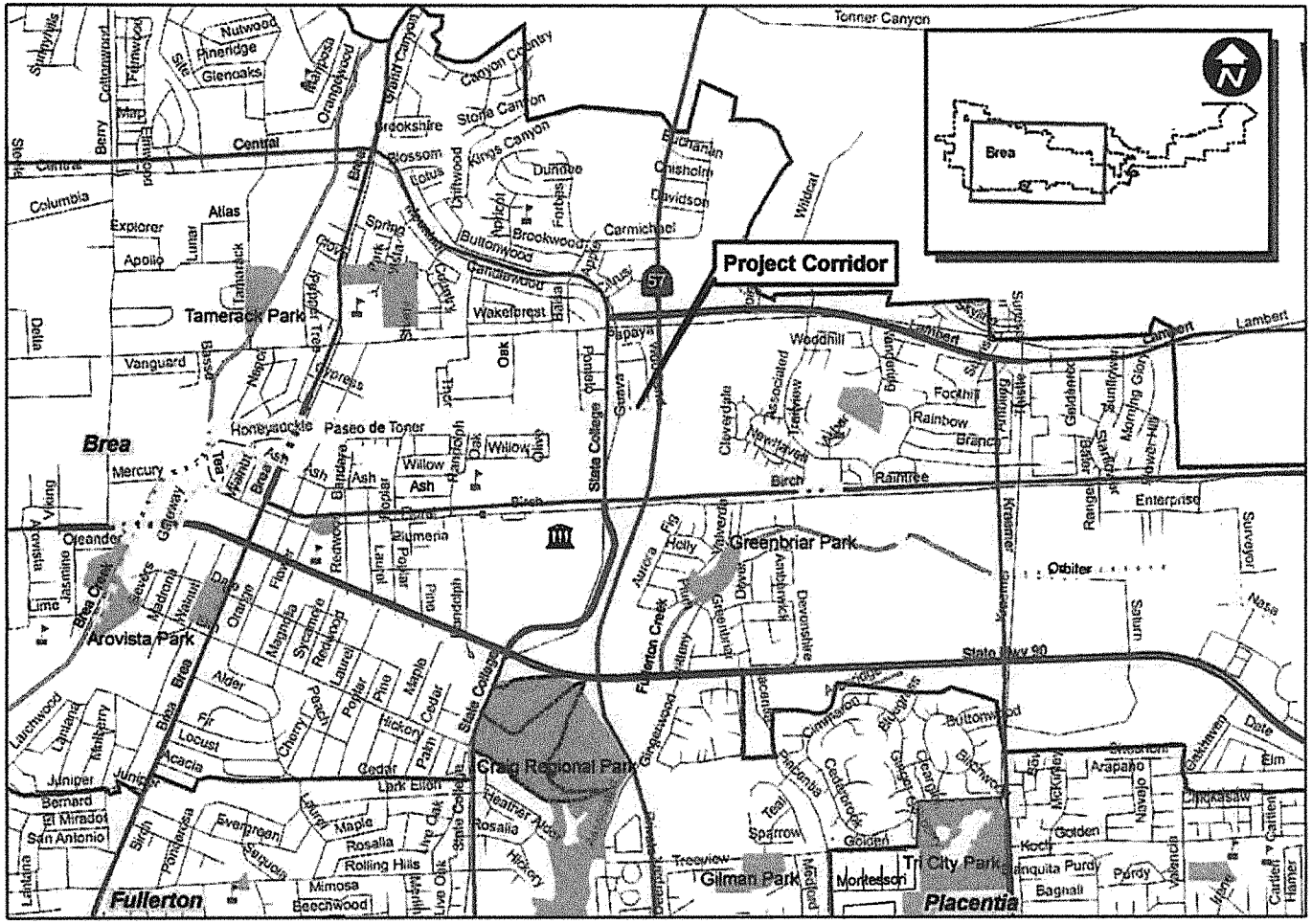
1.4 **WHEREAS,** the project is located in the City of Brea and the corridor is generally bound by the Imperial Highway on the south, Lambert Road on the north, Valencia Avenue on the east, and Berry Street on the west; and

1.5 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in Mitigated Negative Declaration; and

1.6 **WHEREAS,** the Brea City Council found that the proposed project would not have a significant effect on the environment; and

1.7 **WHEREAS,** the Brea City Council approved the Mitigated Negative Declaration.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced project to allow for future consideration of funding.



Source: ESRI 2006 Data and 2007 Thomas Guide for Riverside & Orange Counties

0 0.25 0.5 Miles

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

Reference No.: 2.2c (7)
Action

From: WILL KEMPTON
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING MITIGATED NEGATIVE DECLARATION FOR INLAND RAIL TRAIL PROJECT PHASES IIA, IIB, IIIA, IIIB (RESOLUTION E-16-18)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Inland Rail Trail Project Phases IIA, IIB, IIIA and IIIB (Project) in San Diego 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 San Diego Association of Governments (SANDAG) is the CEQA lead agency for the project. The project involves the construction of a 7-mile Class I bikeway (trail) within the cities of Oceanside, San Marcos and Vista, and the County of San Diego. The trail would be constructed within and adjacent to right-of-way owned by the North County Transit District (NCTD) and used for their Sprinter commuter rail line.

On September 26, 2014, the SANDAG Board of Directors adopted an Addendum to 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 less than significant level relate to biological resources, cultural resources, hazards and hazardous materials, hydrology, water quality and noise. Mitigation measures include, but are not limited to: require the contractor to develop planting palette and/or re-vegetation plan for the riparian habitat; contractor to employ a lighting plan with appropriate shielding; and de-contaminate construction equipment that may contain invasive plants or seeds to reduce the spread of noxious weeds.

On January 27, 2016, the County confirmed that the preferred alternative set forth in the final environmental document is consistent with project scope of work and programming by the Commission.

The project is estimated to cost $34,257,000 and is fully funded through construction with State Transportation Improvement Program (STIP) Funds ($18,437,000), Transportation Development Act (TDA) Funds ($6,719,000), TransNet Funds ($4,963,000), Bicycle Transportation Account (BTA) Funds ($2,541,000) and Transportation Enhancement Funds ($1,597,000). Construction is estimated to begin in Fiscal Year 2015/16.

Attachments

- Resolution E-16-18
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
11 – San Diego County
Resolution E-16-18

1.1 **WHEREAS,** the San Diego Association of Governments has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Inland Rail Trail Project Phases IIA, IIB, IIIA, IIIB

1.2 **WHEREAS,** the San Diego Association of Governments has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines; and

1.3 **WHEREAS,** the project involves the construction of a 7-mile Class I bikeway (trail) within the cities of Oceanside, San Marcos and Vista, and the County of San Diego; and

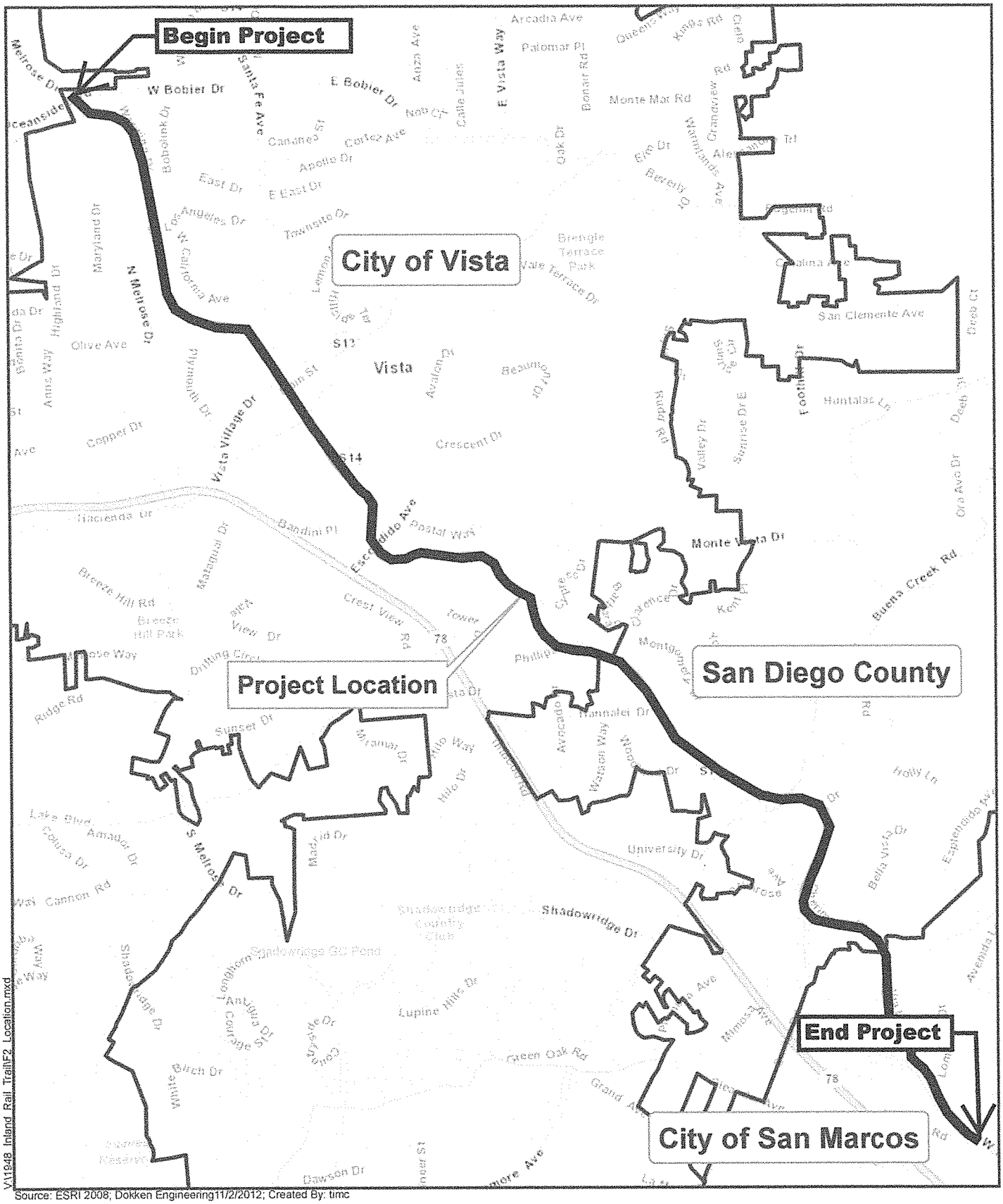
1.4 **WHEREAS,** the project is located in San Diego County and is adjacent to the North County Transit District (NCTD) railroad tracks between Oceanside Boulevard in the City of Oceanside and N. Pacific Street in the City of San Marcos; and

1.5 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in Mitigated Negative Declaration; and

1.6 **WHEREAS,** the San Diego Association of Governments found that the proposed project would not have a significant effect on the environment; and

1.7 **WHEREAS,** the San Diego Association of Governments approved the Mitigated Negative Declaration.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approves the above referenced project to allow for future consideration of funding.



INLAND RAIL TRAIL
PROJECT LOCATION MAP

San Diego Association of Governments

0 0.5 1 Miles

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: March 16-17, 2016

Reference No.: 2.3a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Timothy Craggs, Chief
Division of
Design

Subject: **NOTICE OF INTENT TO CONSIDER RESCINDING FREEWAY DECLARATION 11-SD-76 PM R9.0 to R17.3**
RESOLUTION NIU 16-01

RECOMMENDATION:

Submitted for transmittal to the California Transportation Commission (Commission) is the Notice of Intent to Consider Rescinding Freeway Declaration Resolution NIU 16-01. The Department of Transportation (Department) recommends that the Commission approve Resolution NIU 16-01 to initiate recycling procedures to consider rescinding the freeway declaration for State Highway Route 76 (SR-76) in the county of San Diego, Post Mile R9.0 to R17.3 in accordance with the recommendation of the Chief Engineer.

This report describes the current status of the unconstructed freeway and support from local agencies to rescind the freeway declaration for SR-76. The procedures for recycling, notifying the public of the Commission's intention to consider rescinding a freeway declaration, and disposing of acquired right-of-way were established by the Commission in Resolution No. G-15, adopted on November 17, 1978, and amended on February 29, 1980. According to the Resolution, the recycling process cannot be initiated without consent from the Commission. With the Commission's approval of Resolution NIU 16-01, the Department will notify all affected local, regional and State agencies of the rescission proposal, and ask the agencies for any additional pertinent information that might be helpful to the Commission in making a final decision.

Recommended by: KARLA SUTLIFF
Chief Engineer

BACKGROUND:

SR-76 is an east-west highway starting at Interstate 5 (I-5) on the west, traversing the City of Oceanside, and the unincorporated communities of Bonsall, Fallbrook, Pala, and Pauma Valley, extending 52.3 miles to the east, and terminating at State Route 79 in San Diego County. SR-76 is currently designated as a freeway from the easterly limits of the City of Oceanside to I-15, but operates as a conventional highway. There are no local or regional planning studies that contemplate SR-76 as anything but a conventional highway through the portion currently designated as a freeway. Consequently, the Department is proposing to rescind the freeway declaration for SR-76, between the City of Oceanside's easterly limits and I-15, leaving this section as a conventional highway. Once the rescission of the freeway declaration for SR-76 is approved, it is the Department's responsibility to dispose of any excess land.

SR-76 was added to the State Highway System in 1933. The portion of SR-76 from I-5 (PM R0.0) to I-15 (PM R17.3) was adopted as a freeway on January 23, 1963. Following this adoption, the Department executed freeway agreements with the County of San Diego on June 25, 1964 and with the City of Oceanside on April 1, 1965. Subsequently, Department decided that an expressway was the most feasible alternative to meet the long term transportation needs of the City of Oceanside. SR-76 was therefore denominated from a freeway to a controlled access highway from I-5 to the Oceanside eastern city limit and is covered by two controlled access highway Agreements executed between the City of Oceanside and the Department in 1993 and 1994. SR-76 between PM R9.0 and PM R17.3 is still adopted as a freeway.

When SR-76 was originally identified as a future freeway it was done in part to serve planned future growth in rural areas of eastern San Diego County. Since the late 1990's the region has been moving away from new sprawling suburban developments and toward a smart growth (sustainable communities) model of development. That has resulted in a shift from new developments in the rural areas to infill projects in the urban coastal and non-coastal areas. This strategy is also consistent with the State's greenhouse gas (GHG) strategies to reduce vehicle miles traveled.

The conventional highway use of SR-76 is locally accepted and is in conformance with local and regional plans including the San Diego Associated Government's (SANDAG's) 2050 Regional Transportation Plan, the City of Oceanside's General Plan Circulation Element, the Bonsall Community Plan Circulation Element Road Network, the Fallbrook Mobility Element Network and the County of San Diego General Plan Mobility Element. The County of San Diego supports the Department's recommendation to downgrade SR-76 from a freeway to a conventional highway, on the condition that SR-76 continues to be retained as part of the State Highway System and continues to be maintained by the Department. In addition, the Department's Transportation Concept Report (TCR) for SR-76, which includes an assessment of both current and future operating conditions, and improvements that will be needed to meet identified operational goals on the route, identifies the post 25-year SR-76 facility as a conventional highway.

There is no regional or local community support to construct a freeway along SR-76 due to environmental considerations as SR-76 generally follows a route adjacent and parallel to the San Luis Rey River (See Vicinity Map). The presence of wetlands, endangered species and critical habitat would make any future plans for freeway construction and expansion very difficult and cost prohibitive.

No Right of Way acquisitions were made in order to accommodate a freeway facility on SR-76. Rescinding the freeway declaration will allow the Department to reconfigure the right of way needed in and around the I-15/SR-76 interchange as the right of way was reserved for a freeway to freeway interchange. Once the SR-76 proposed rescission is approved, new right of way lines will be established for a highway to freeway interchange and excess lands can be disposed, reducing inventory, liability, and maintenance efforts required.

Rescission of the freeway declaration for SR-76 will also allow the sale of excess lands without the restrictions of access control allowing further community development. Continued existence of the freeway route adoption would affect property owners' ability to utilize their investment in a manner consistent with the intended use of the route, which is that of a conventional highway. Disposing of unneeded right of way will have a positive economic impact for the community. It will make available excess lands with appropriate driveways from the adjacent conventional highway promoting economic development. Continued State ownership would only keep a maintenance and liability burden while suppressing potential economic development.

With the Commission's approval of Resolution NIU 16-01, the Department will notify all affected local and regional agencies of the rescission proposal and ask the agencies for any additional pertinent information that might be helpful to the Commission in making a final decision. The Department will also notify the State Clearinghouse so that other State agencies may be notified. Following a 60-day comment period, a follow-up meeting will be scheduled with the Commission to present the Department's recommendation for final disposition.

Attachments

Resolution NIU 16-01
Vicinity Map

CALIFORNIA TRANSPORTATION COMMISSION

Notice of Intent to Consider Rescinding Freeway Declaration
11-SD-76 PM R9.0/R17.3

Resolution NIU 16-01

WHEREAS, a location for State Highway Route 76 was adopted and declared a freeway on January 23, 1963, in San Diego County between I-5 and I-15; and

WHEREAS, the freeway declaration of a portion of the aforementioned freeway was denominated to controlled access highway from I-5 to Oceanside eastern city limit, incrementally, R0.0 to R2.9 on June 1, 1992, and R2.9 to R9.0 on December 29, 1993; and

WHEREAS, the portion the aforementioned freeway from City of Oceanside's easterly limits to 1-15 is not likely to be constructed as a freeway within the foreseeable future because of lack of operational need, local support and funding; and

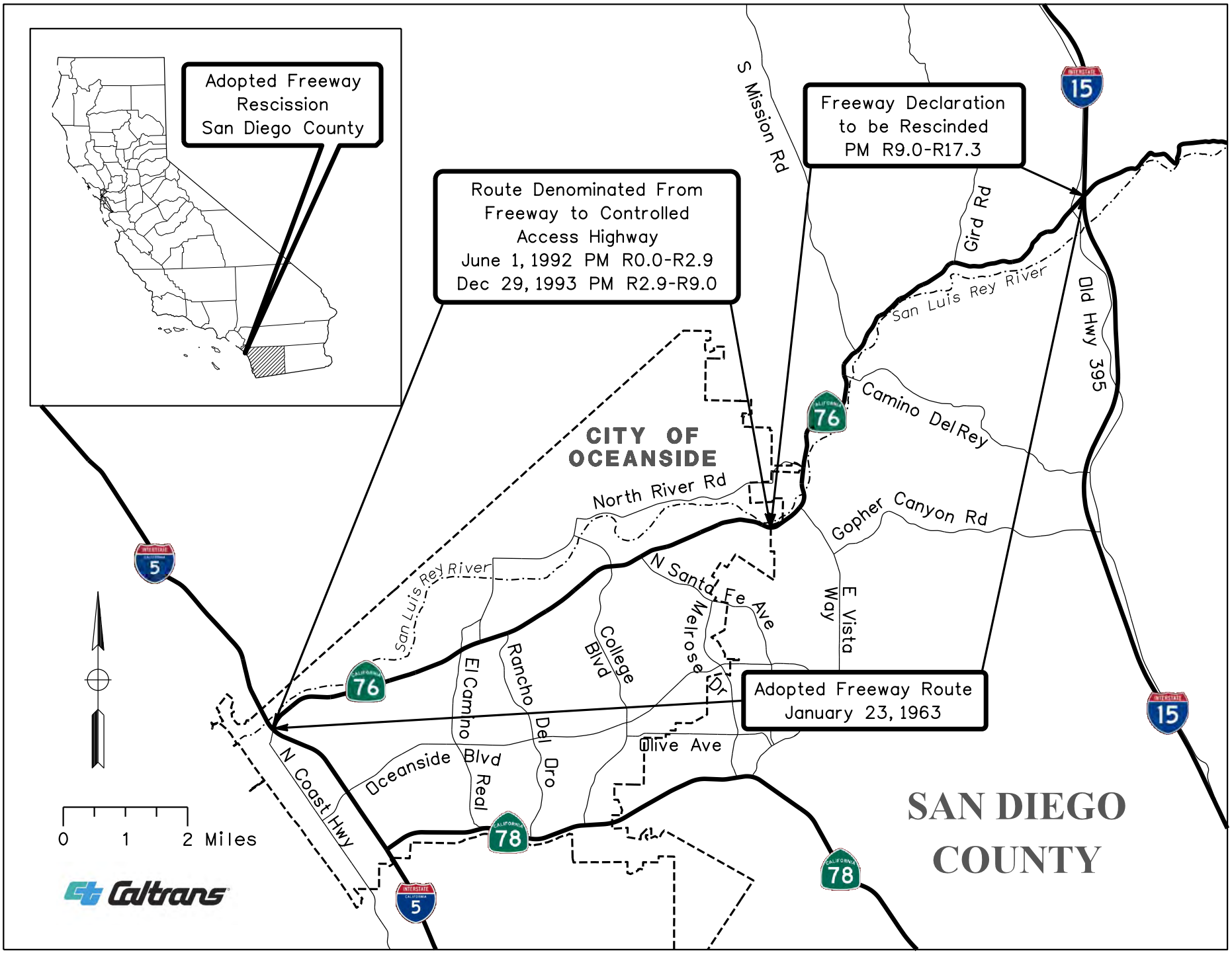
WHEREAS, retention of the freeway declaration may not be desirable and would subject the California Transportation Commission (Commission) to possible future expense for acquisition and maintenance of property or future expense for acquisition of property on a hardship basis; and

WHEREAS, there is excess rights of way to dispose of.

NOW, THEREFORE, BE IT RESOLVED by the Commission that pursuant to the authority vested in it by law, this Commission does hereby authorize and direct the Department of Transportation to give public notice of the Commission's intention to consider rescinding the freeway declaration of State Highway Route 76 in the County of San Diego, on the portion of Route 76 from City of Oceanside's easterly limits to 1-15, as shown on the Route 76 Rescission Map, and to give notice to local and regional agencies, and other affected State agencies, of such intention; and agencies so notified are to be requested to furnish within 60 days any additional information that the Commission should have prior to final consideration of the Route 76 Freeway Rescission.

BE IT FURTHER RESOLVED that the existing location of State Highway Route 76 between easterly limits of the City of Oceanside to 1-15 shall be retained and unaffected by this action.

SR 76 Rescission Map
11-SD-76-PM R9.0/R17.3



State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 46

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.3c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Timothy Craggs, Chief
Division of Design

Subject: **RELINQUISHMENT RESOLUTIONS**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve the relinquishment resolutions, summarized below, that will transfer highway facilities no longer needed for the State Highway System to the local agencies identified in the summary.

ISSUE:

It has been determined that each facility in the specific relinquishment resolution 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-3948 – 12-Ora-5-PM 43.1/43.7
(Request No. R120052) – 1 Segment

Relinquishes right of way in the city of Buena Park along Route 5 from Western Avenue to Stanton Avenue, consisting of relocated or reconstructed city streets. The City, by freeway agreement dated June 28, 2005, agreed to accept title upon relinquishment by the State. The 90-day notice period expired January 18, 2016.

Resolution R-3949 – 03-Sac-16-PM T1.78/4.08
(Request No. 036686-X) – 1 Segment

Relinquishes right of way in the city of Sacramento on Route 16 (Howe Avenue, Folsom Boulevard, and Jackson Road) from Route 50 to the general easterly city limits, under terms and conditions as stated in the relinquishment agreement dated February 10, 2016, determined to be in the best interest of the State. Authorized by Chapter 630, Statutes of 2015, which amended Section 316 of the Streets and Highways Code.

Resolution R-3950 – 03-Sac-16-PM 3.28/4.16
(Request No. 036687-X) – 1 Segment

Relinquishes right of way in the county of Sacramento on Route 16 (Jackson Road) from the general easterly city limits of the city of Sacramento to South Watt Avenue, under terms and conditions as stated in the relinquishment agreement dated February 11, 2016, determined to be in the best interest of the State. Authorized by Chapter 630, Statutes of 2015, which amended Section 316 of the Streets and Highways Code.

Tab 47

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No: 2.4b.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Jennifer S. Lowden, 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-21425 through C-21427, C-21429 through C-21435 and C-21437 through C-21449 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-21425 - Edge Investments, LLC
04-Nap-29-PM 37.0 - Parcel 63115-1 - EA 3G6409.
Right of Way Certification (RWC) Date: 06/20/16; Ready to List (RTL) Date: 06/28/16. Conventional highway - bridge replacement. Authorizes condemnation of a temporary easement for construction purposes. Located in the city of Calistoga at 1255 Lincoln Avenue. Assessor Parcel Number (APN) 011-223-001.

C-21426 - Denyse C. Butler as to an undivided 75% interest and Daniel H. Butler, Trustee of the By-Pass Trust under the Will of Warren H. Butler as to an undivided 25% interest
04-Nap-29-PM 37.0 - Parcel 63116-1 - EA 3G6409.
RWC Date: 06/20/16; RTL Date: 06/28/16. Conventional highway - bridge replacement. Authorizes condemnation of a temporary easement for construction purposes. Located in the city of Calistoga at 1307 Lincoln Avenue. APN 011-221-027.

C-21427 - Calistoga Inn, a California Limited Liability Company
04-Nap-29-PM 37.0 - Parcel 63117-1, 2, 3 - EA 3G6409.
RWC Date: 06/20/16; RTL Date: 06/28/16. Conventional highway - bridge replacement. Authorizes condemnation of land in fee and temporary easements for construction purposes. Located in the city of Calistoga at 1250 Lincoln Avenue. APN 011-232-004.

C-21429 - Harminder K. Momi, a single man
06-Ker-46-PM 32.32 - Parcel 87127-1 - EA 442549.
RWC Date: 12/08/16; RTL Date: 12/22/16. Conventional highway - Kern 46 - conversion of two-lane conventional to four-lane conventional. Authorizes condemnation of land in fee for a State highway and extinguishment of abutter's rights of access. Located near the city of Lost Hills at Interstate 5 and State Route (SR) 46 Interchange. APNs 058-330-28, -29.

C-21430 - Jesus G. Carrillo, et al.
06-Ker-46-PM 32.00 - Parcel 87129-1 - EA 442549.
RWC Date: 12/08/16; RTL Date: 12/22/16. Conventional highway – Kern 46 – conversion of two-lane conventional to four-lane conventional. Authorizes condemnation of land in fee for a State highway. Located near the city of Lost Hills at the southwest corner of Powers Street and Lawton Drive. APN 069-370-22.

C-21431 - System Capital Real Property Corporation, a Delaware corporation, et al.
06-Ker-46-PM 32.11 - Parcel 87130-1 - EA 442549.
RWC Date: 12/08/16; RTL Date: 12/22/16. Conventional highway - Kern 46 - Conversion of two-lane conventional to four-lane conventional. Authorizes condemnation of a temporary easement for highway construction purposes. Located near the city of Lost Hills at 14802 and 14804 Powers Street. APN 069-370-18.

C-21432 - Raju LLC, a California Limited Liability Company
06-Ker-46-PM 32.25 - Parcel 87135-1 - EA 442549.
RWC Date: 12/08/16; RTL Date: 12/22/16. Conventional highway - Kern 46 - Conversion of two-lane conventional to four-lane conventional. Authorizes condemnation of a temporary easement for highway construction purposes. Located near the city of Lost Hills near the intersection of SR 46 and Interstate 5. APN 069-370-01.

C-21433 - The San Joaquin Community Hospital Corporation, et al
06-Ker-46-PM 32.89 - Parcel 87138-1, 2, 3; 87227-1 - EA 442549.
RWC Date: 12/08/16; RTL Date: 12/22/16. Conventional highway - Kern 46 - conversion of two-lane conventional to four-lane conventional. Authorizes condemnation of land in fee for a State highway. Located near the city of Lost Hills at Interstate 5 and SR 46 Interchange. APNs 058-340-23, -25, -26, -27, -28, -29.

C-21434 - Aera Energy LLC, a California Limited Liability Company
06-Ker-46-PM 32.89 - Parcel 87145-1, 2; 87228-1 - EA 442549.
RWC Date: 12/08/16; RTL Date: 12/22/16. Conventional highway - Kern 46 - conversion of two-lane conventional to four-lane conventional. Authorizes condemnation of land in fee for a State highway and underlying fee. Located near the city of Lost Hills at Interstate 5 and SR 46 Interchange. APN 058-340-14.

C-21435 - Paramount Farming Company L.P., a California Limited Partnership
06-Ker-46-PM 57.54 - Parcel 87214-1, 2, 3, 4, 5, 6, 7 - EA 0K4609.
RWC Date: 04/23/16; RTL Date: 04/30/16. Freeway - Replace existing steel girder bridge with new pre-stressed slab bridge. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for highway construction purposes, two permanent easements for utility purposes to be conveyed to Pacific Gas and Electric Company and AT&T, and underlying fee. Located near the city of McFarland northwest of Highway 46 and Highway 99. APNs 073-040-16, -30.

C-21437 - Salyer Land Company
06-Kin-43-PM 1.46 - Parcel 87224-1, 2, 3 - EA 0M3709.
RWC Date: 03/01/16; RTL Date: 03/01/16. Conventional highway - construct roundabout at SR 43 and Whitley Avenue. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and underlying fee. Located near the city of Corcoran at SR 43 and Whitley Avenue. APN 034-230-043.

C-21438 - Frances V. Lazarus, Trustee
06-Tul-99-PM 40.86 - Parcel 86884-1, 2, 3, 4, 5, 2A - EA 471509.
RWC Date: 03/16/16; RTL Date: 03/16/16. Freeway - Reconstruct Betty Drive Interchange. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for construction purposes, a sewer easement to be conveyed to Goshen Community Service District, and a leasehold interest of outdoor advertising company. Located in the city of Goshen at 6610 Betty Drive. APNs 075-340-020, -021.

C-21439 - Linda Elaine Merrill, et al.
07-LA-138-PM 59.5 - Parcel 76128-1 - EA 293509.
RWC Date: 04/07/16; RTL Date: 04/15/16. Conventional highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the town of Pearblossom at the northeast corner of SR 138 and 121st Street East. APNs 3038-002-045, -046.

C-21440 - Hagop Bartoumian and Anahid Bartoumian
07-LA-138-PM 59.5 - Parcel 76132-1 - EA 293509.
RWC Date: 04/07/16; RTL Date: 04/15/16. Conventional highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the town of Pearblossom at 12515 Pearblossom Highway. APN 3038-002-024.

C-21441 - Aim High, LLC a Limited Liability Co.
07-LA-138-PM 69.3 - Parcel 76490-1 - EA 286309.
RWC Date: 01/06/17; RTL Date: 01/20/17. Conventional highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the town of Llano between SR 138 and SR 18. APN 3033-016-047.

C-21442 - Joo S. Lee and Inkie Lee
07-LA-138-PM 69.3 - Parcel 76491-1 - EA 286309.
RWC Date: 01/06/17; RTL Date: 01/20/17. Conventional highway - Widen conventional highway. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the town of Llano, south of the SR 138 and SR 18 junction. APNs 3033-016-048, -049.

C-21443 - Rouella Rumbayan and Eddie Heryanto
07-LA-138-PM 68.6 - Parcel 76499-1, 2 - EA 286309.
RWC Date: 01/06/17; RTL Date: 01/20/17. Conventional highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway, a temporary easement for construction purposes, and underlying fee. Located in the town of Llano on the south side of SR 138, west of 213th Street East. APN 3033-017-013.

C-21444 - Aim High, LLC a Limited Liability Co.
07-LA-138-PM 69.8 - Parcel 77191-1 - EA 286309.
RWC Date: 01/06/17; RTL Date: 01/20/17. Conventional highway - widen conventional highway. Authorizes condemnation of land in fee for a State highway and underlying fee. Located in the town of Llano, southeast of the SR 138 and SR 18 junction. APN 3033-016-051.

C-21445- BNSF Railway Company
08-SBd-58-PM R3.41 - Parcel 23458-1, -01-01, -01-02 - EA 34770.
RWC Date: 09/12/2016; RTL Date: 10/25/2016. Expressway - construct four-lane divided expressway. Authorizes condemnation of land in fee for a State highway and land in fee which are remnants and would be of little market value. Located in the unincorporated area of Kramer Junction, San Bernardino County, approximately 1.8 miles northwest of SR 58 and Route 395. APNs 0492-221-04; -27.

C-21446 - Ana Coo Cabal, Custodian for Andrew C. Cabal
08-SBd-58-PM R4.52 - Parcel 23474-1 - EA 347709.
RWC Date: 09/12/16; RTL Date: 10/25/16. Expressway - construct four-lane divided expressway. Authorizes condemnation of land in fee for a State highway and the extinguishment of abutter's rights of access. Located in the unincorporated area of San Bernardino County know as Kramer Junction, approximately one mile west of SR 58 and Route 395. APN 0492-521-09.

C-21447 - BNSF Railway Company
08-SBd-58-PM R7.91 - Parcel 23505-1 - EA 34770.
RWC Date: 09/12/2016; RTL Date: 10/25/2016. Expressway - construct four-lane divided expressway. Authorizes condemnation of a permanent easement for construction and maintenance of an overhead crossing structure. Located in the unincorporated area of Kramer Junction, San Bernardino County, at the north side of SR 58 near post mile 7.91. APN 0492-131-24.

C-21448 - BNSF Railway Company
08-SBd-58-PM R3.41 - Parcel 23890-1 - EA 34770.
RWC Date: 09/12/2016; RTL Date: 10/25/2016. Expressway – construct four-lane divided expressway. Authorizes condemnation of land in fee for a State highway. Located in the unincorporated area of Kramer Junction, San Bernardino County, approximately 1.9 miles northwest of SR 58 and Route 395. APN 0498-181-14.

C-21449 - Beemer Ranch Co., a California General Partnership
11-SD-76-PM 32.6 - Parcel 35395-1, 2, 3 - EA 450709.
RWC Date: 03/30/16; RTL Date: 03/30/16. Conventional highway - construct roundabout and realign curve. Authorizes condemnation of land in fee for a State highway, a temporary easement for construction purposes, and underlying fee. Located in the unincorporated area of San Diego near SR 76 and Valley Center Road in Pauma Valley. APNs 133-050-19-00; 133-050-21-00.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21425

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 04-Nap-29-PM 37.0 PARCEL 63115-1
OWNER: Edge Investments, 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

Attorney, Department of Transportation

APPROVAL RECOMMENDED

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 Napa, State of California, Highway 04-Nap-29 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
04	NAP	29	37.0	0412000134

To: Felice Nina Diamzon
Right of Way Acquisition

From: Jonathon Murphey
R/W Engineering, District 4

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (1 page)
  - 63115-1

The electronic files for the above listed information have been transmitted by electronic mail.

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 12/22/15

PROFESSIONAL LAND SURVEYOR
Jonathon Murphey
Exp: 12/31/2017
PLS 8605
STATE OF CALIFORNIA

PARCEL 63115-1:

For State highway purposes, a TEMPORARY EASEMENT for construction purposes and incidents thereto, upon, over a portion of Lot 9 in Block Q, as shown on that certain map entitled "Map of Calistoga, showing its extensions, surroundings and the Hot Sulphur Springs, Napa County, Calif.", filed March 1, 1871, in the Office of the County Recorder of Napa County, more particularly described as follows:

BEGINNING at the most easterly corner of said parcel of land; thence along the northeasterly line of said parcel of land, North 50°24'24" West, 67.63 feet; thence South 42°21'31" West, 34.82 feet; thence South 45°43'29" East, 24.84 feet; thence South 71°06'41" East, 27.96 feet; thence South 53°54'07" East, 27.33 feet to the southeasterly line of said parcel of land; thence along the southeasterly line of said parcel of land, North 20°14'36" East, 26.76 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on December 31, 2019. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 1991.35), Zone 2. Multiply the above distances by 1.0000582 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21426

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 04-Nap-29-PM 37.0 PARCEL 63116-1
OWNER: Denyse C. Butler as to an undivided 75% interest and Daniel H. Butler, Trustee of the By-Pass Trust under the Will of Warren H. Butler as to an undivided 25% 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;

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

APPROVED AS TO FORM AND PROCEDURE **APPROVAL RECOMMENDED**

Attorney, Department of Transportation DIVISION OF RIGHT OF WAY

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 Napa, State of California, Highway 04-Nap-29 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
04	NAP	29	37.0	0412000134

To: Felice Nina Diamzon
Right of Way Acquisition

From: Jonathon Murphey
R/W Engineering, District 4

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (1 page)
  - 63116-1

The electronic files for the above listed information have been transmitted by electronic mail.

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 12/22/15

PROFESSIONAL LAND SURVEYOR
Jonathon Murphey
Exp: 12/31/2017
PLS 8605
STATE OF CALIFORNIA

PARCEL 63116-1:

For State highway purposes, a TEMPORARY EASEMENT for construction purposes and incidents thereto, upon, over, and across a portion of that parcel of land as described in that certain Gift Deed recorded on February 4, 1997 as Document Number 1997-002577, in the Office of the County Recorder of Napa County, being more particularly described as follows:

BEGINNING at the most southerly corner of said parcel of land; thence along the southeasterly line of said parcel of land, North 20°14'36" East, 31.01 feet; thence North 64°24'02" West, 29.07 feet; thence South 42°21'31" West, 22.25 feet to the southwesterly line of said parcel of land; thence along the last said line, South 50°24'24" East, 39.56 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on December 31, 2019. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 1991.35), Zone 2. Multiply the above distances by 1.0000582 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21427

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 04-Nap-29-PM 37.0 PARCEL 63117-1, 2, 3
OWNER: Calistoga Inn, 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;

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 Napa, State of California, Highway 04-Nap-29 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
04	NAP	29	37.0	0412000134

To: Felice Nina Diamzon
Right of Way Acquisition

From: Jonathon Murphey
R/W Engineering, District 4

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (3 pages)
  - 63117-1
  - 63117-2
  - 63117-3

The electronic files for the above listed information have been transmitted by electronic mail.

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 12/22/15

PROFESSIONAL LAND SURVEYOR
Jonathon Murphey
Exp: 12/31/2017
PLS 8605
STATE OF CALIFORNIA

PARCEL 63117-1:

For State highway purposes, that real property situated in the City of Calistoga, County of Napa, State of California, being a portion of that parcel of land as described in that certain Grant Deed recorded on December 2, 2014 as Document Number 2014-0025093, in the Office of the County Recorder of Napa County, more particularly described as follows:

BEGINNING at the southwesterly corner of that parcel of land as described in the deed to the State of California recorded on January 2, 1952 in Book 379 of Official Records at Page 101, in the Office of the County Recorder of Napa County; thence along the southerly line of last said parcel, South 69°45'24" East, 8.00 feet to the southeasterly corner of said parcel; thence along the southwesterly prolongation of the easterly line of said parcel to the State of California, South 20°14'36" West, 9.33 feet; thence North 69°46'45" West, 8.00 feet to the westerly line of the parcel of land as described in said Grant Deed recorded as Document Number 2014-0025093; thence along the last said line, North 20°14'36" East, 9.33 feet to the POINT OF BEGINNING.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 1991.35), Zone 2. Multiply the above distances by 1.0000582 to obtain ground level distances.

PARCEL 63117-2:

For State highway purposes, a TEMPORARY EASEMENT for construction purposes and incidents thereto, upon, over a portion of that parcel of land as described in that certain Grant Deed recorded on December 2, 2014 as Document Number 2014-0025093, in the Office of the County Recorder of Napa County, more particularly described as follows:

COMMENCING at the southwesterly corner of that parcel of land as described in the deed to the State of California recorded on January 2, 1952 in Book 379 of Official Records at Page 101, in the Office of the County Recorder of Napa County; thence along the southerly line of last said parcel of land , South 69°45'24" East, 8.00 feet to the southeasterly corner thereof; thence along the southerly prolongation of the easterly line of said parcel of land, South 20°14'36" West, 9.33 feet to the POINT OF BEGINNING; thence North 72°48'38" East, 11.20 feet; thence North 21°07'48" East, 23.44 feet; thence South 84°40'14" East, 11.79 feet; thence North 83°35'40" East, 55.73 feet; thence North 78°31'12" East, 18.73 feet; thence North 89°22'34" East, 65.97 feet; thence North 8°51'18" West, 31.38 feet to the northerly line of that certain Grant Deed recorded on December 2, 2014 as Document No. 2014-0025093, in the Office of the County Recorder of Napa County; thence along last said line the following five (5) courses: (1) South 79°14'28" West, 38.24 feet, (2) South 20°14'36" West, 12.02 feet, (3) North 69°45'24" West, 20.01 feet, (4) South 80°28'52" West, 50.10 feet, and (5) North 83°47'34" West, 37.62 feet to the northwesterly corner of said parcel of land described in said Grant Deed recorded as Document No. 2014-0025093; thence along the easterly line of said parcel of land described in said deed to the State of California and its southerly prolongation, South 20°14'36" West, 53.33 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on December 31, 2019. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 1991.35), Zone 2. Multiply the above distances by 1.0000582 to obtain ground level distances.

PARCEL 63117-3:

For State highway purposes, a TEMPORARY EASEMENT for construction purposes and incidents thereto, upon, over a portion of that parcel of land as described in that certain Grant Deed recorded on December 2, 2014 as Document Number 2014-0025093, in the Office of the County Recorder of Napa County, more particularly described as follows:

COMMENCING at the southwesterly corner of that parcel of land as described in the deed to the State of California recorded on January 2, 1952 in Book 379 of Official Records at Page 101, in the Office of the County Recorder of Napa County; thence along the southerly line of last said parcel of land, South 69°45'24" East, 8.00 feet to the southeasterly corner thereof; thence along the southerly prolongation of the easterly line of last said parcel of land, South 20°14'36" West, 9.33 feet to the POINT OF BEGINNING; thence South 55°32'01" West, 13.85 feet to the westerly line of that parcel of land as described in that Grant Deed recorded on December 2, 2014 as Document No. 2014-0025093, in the Office of the County Recorder of Napa County; thence along the last said line, North 20°14'36" East, 11.30 feet to a line which bears North 69°45'24" West from the POINT OF BEGINNING; thence South 69°45'24" East, 8.00 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on December 31, 2019. Said rights may also be terminated prior to the above date by STATE upon notice to OWNER.

The bearings and distances used in the above description are on the California Coordinate System of 1983 (Epoch 1991.35), Zone 2. Multiply the above distances by 1.0000582 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21429

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-46-PM 32.32 PARCEL 87127-1
OWNER: Harminder K. Momi, a single 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;

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-46 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
06	KER	46	32.32	0612000175

To: Condemnation Unit

From: Curtis K. Abe
R/W Engineering, District 06

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (1 page(s))
  - 87127-1

The electronic files for the above listed information have been transmitted by e-mail.

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 01/15/2016

PROFESSIONAL LAND SURVEYOR
Curtis
Abe
Exp: 12/31/2016
PLS 8035
STATE OF CALIFORNIA

Parcel 87127-1

For State Freeway purposes, that portion of Parcel 1 and Parcel 2 of Parcel Map No. 6965, recorded in Book 32, Page 22 of Parcel Maps, on June 04, 1985, in the Office of the Recorder of Kern County, more particularly described as follows:

COMMENCING at the southeast Corner of Section 36, Township 26 South, Range 21 East, Mount Diablo Meridian: THENCE (1) along the south line of said Section 36, North 89°27'36" West, 1,313.18 feet, to the to the west line of the southeast ¼ of the southeast ¼ of said Section 36; THENCE (2) along said west line, North 0°58'30" East, 103.65 feet, to the a point on the northerly right of way line of State Route 46 and westerly right of way line of State Route 5, as described in the deed recorded on Page 673 of Book 3938, Kern County Recorder; THENCE (3) along said northerly and easterly right of way line for Courses (3) thru (9), North 89°23'36" East, 217.03 feet; THENCE (4) North 89°23'39" East, 200.02 feet to the beginning of a curve concave northerly, said curve has a radius of 2,949.77 feet; THENCE (5) easterly along said curve through a central angle of 3°11'29" an arc distance of 164.30 feet to a point of tangency; THENCE (6) North 86°12'10" East, 115.76 feet to the beginning of a curve concave northwesterly, last said curve has a radius of 399.97 feet; THENCE (7) northeasterly along said curve through a central angle of 48°21'23" an arc distance of 337.56 feet, to the POINT OF BEGINNING; THENCE (8) northeasterly along last said curve through a central angle of 63°14'07" an arc distance of 441.43 feet to a point of tangency; THENCE (9) North 25°23'20" West, 102.00 feet; THENCE (10) departing said westerly right of way line, South 64°36'43" West, 15.00 feet; THENCE (11) South 9°54'51" East, 245.15 feet; THENCE (12) South 41°24'03" West, 52.32 feet; THENCE (13) South 1°04'46" East, 221.92 feet to the POINT OF BEGINNING;

Lands abutting the 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, Zone 5. Multiply distances by 1.00002875 to convert to ground distances. Area is ground area.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21430

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-46-PM 32.00 PARCEL 87129-1
OWNER: Jesus G. Carrillo and Victoria Carrillo, Trustees of the J.G. Carrillo Family Trust dated August 28, 2009, 50% interest; and Luis Garay 50% interest by Grant Deed dated August 28, 2009, which recites "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

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 Kern, State of California, Highway 06-Ker-46 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
06	KER	46	32.00	0612000175

To: Condemnation Unit

From: Curtis K. Abe
R/W Engineering, District 06

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (1 page(s))
  - 87129-1

The electronic files for the above listed information have been transmitted by e-mail.

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 01/15/2016

PROFESSIONAL LAND SURVEYOR
Curtis
Abe
Exp: 12/31/2016
PLS 8035
STATE OF CALIFORNIA

Parcel 87129-1

For State Highway purposes, that portion of Parcel 2 of Parcel Map No. 7275, recorded in Book 31, Page 41 and 42 of Parcel Maps, on August 02, 1984, in the Office of the Recorder of said County, included within the following described land:

COMMENCING at the North quarter corner of Section 1, Township 27 South, Range 21 East, Mount Diablo Base and Meridian; THENCE (1) South 1°01'38" West, 98.15 feet along the west line of the northeast quarter of said Section 1; THENCE (2) South 89°27'36" East, 566.98 feet to the westerly right of way of Powers Street per an Offer of Dedication as shown on said Parcel Map No. 7275; THENCE (3) along said westerly right of way of Powers Street, South 0°32'24" West, 296.75 feet to the TRUE POINT OF BEGINNING; THENCE (4) departing said westerly right of way of Powers Street, North 89°27'42" West, 569.51 feet to the westerly boundary of said Parcel 1; THENCE (5) along said westerly boundary of said Parcel 1 and the westerly boundary of Parcel 2 of said Parcel Map 7275, South 1°01'38" West, 428.00 feet; THENCE (6) departing said westerly boundary of Parcel 2, South 89°27'36" East, 573.14 feet; THENCE (7) North 0°32'24" East, 123.51 feet to a point on the westerly right of way of Powers Street as described in said Irrevocable Offer of Dedication, said point being the beginning of a non-tangent curve concave easterly, said curve has a radius of 125.00 feet, to which a radial line bears South 62°10'55" West; THENCE (8) northerly along said westerly right of way and said curve through a central angle of 54°12'01" an arc distance of 118.25 feet to a point of reverse curvature, said curve is concave westerly and has a radius of 25.00 feet; THENCE (9) continuing along said westerly right of way, northerly along last said curve through a central angle of 25°50'31" an arc distance of 11.28 feet to a point of tangency; THENCE (10) continuing along said westerly right of way, North 0°32'24" East, 179.73 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Multiply distances by 1.00002875 to convert to ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21431

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-46-PM 32.11 PARCEL 87130-1
OWNER: System Capital Real Property Corporation, a Delaware corporation, 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

APPROVED AS TO FORM AND PROCEDURE **APPROVAL RECOMMENDED**

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 Kern, State of California, Highway 06-Ker-46 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
06	KER	46	32.11	0612000175

To: Condemnation Unit

From: Curtis K. Abe
R/W Engineering, District 06

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (1 page(s))
  - 87130-1

The electronic files for the above listed information have been transmitted by e-mail.

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 11/18/2015

PROFESSIONAL LAND SURVEYOR
Curtis
Abe
Exp: 12/31/2016
PLS 8035
STATE OF CALIFORNIA

Parcel 87130-1

A temporary EASEMENT for construction of State Highway facilities and appurtenances thereto, under, upon, over and across that portion of Parcel 1 of Parcel Map No. 4065, recorded in Book 19, Page 87 of Parcel Maps, on October 06, 1977, in the Office of the Recorder of said County, more particularly described as follows:

COMMENCING at the North Quarter Corner of Section 1, Township 27 South, Range 21 East, Mount Diablo Meridian: THENCE (1) along the north line of said Section 1, South 89°27'36" East, 611.15 feet; THENCE (2) South 0°32'24" West, 91.04 feet; THENCE (3) South 89°27'41" East, 45.00 feet to the POINT OF BEGINNING, a point on the easterly right of way line of Powers Street; THENCE (4) departing said right of way line, South 89°27'41" East, 5.16 feet; THENCE (5) North 26°17'23" East, 34.53 feet; THENCE (6) South 89°27'36" East, 401.77 feet; THENCE (7) South 29°10'06" East, 30.27 feet; THENCE (8) South 89°27'36" East, 4.87 feet to the westerly right of way line of Warren Street; THENCE (9) along said westerly right of way line, North 0°32'24" East, 11.23 feet to the beginning of a curve concave southwesterly, said curve has a radius of 20.00 feet; THENCE (10) northwesterly along said curve through a central angle of 90°00'00" an arc distance of 31.42 feet to a point of tangency, said point being on the southerly right of way line of State Route 46; THENCE (11) along said southerly right of way line, North 89°27'36" West, 401.80 feet to a point being the beginning of a curve concave southeasterly, last said curve has a radius of 20.00 feet, last said point is on the easterly right of way line of Powers Street; THENCE (12) along said easterly right of way line, southwesterly along last said curve through a central angle of 90°00'00" an arc distance of 31.42 feet to a point of tangency; THENCE (13) continuing along said easterly right of way line, South 0°32'24" West, 16.04 feet to the POINT OF BEGINNING;

Rights to the above described temporary easement shall cease and terminate on November 01, 2019. The 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, Zone 5. Divide distances by 0.99997125 to convert to ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21432

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-46-PM 32.25 PARCEL 87135-1
OWNER: Raju 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;

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 Kern, State of California, Highway 06-Ker-46 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
06	KER	46	32.25	0612000175

To: Condemnation Unit

From: Curtis K. Abe
R/W Engineering, District 06

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s):(1 page(s))
  - 87135-1

The electronic files for the above listed information have been transmitted by e-mail.

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 01/15/2016

PROFESSIONAL LAND SURVEYOR
Curtis
Abe
Exp: 12/31/2016
PLS 8035
STATE OF CALIFORNIA

Parcel 87135-1

A temporary EASEMENT for construction of State Highway facilities and appurtenances thereto, under, upon, over and across that portion of Parcel 1 of Parcel Map No. 1609, recorded in Book 10, Page 112 of Parcel Maps, on June 19, 1974, in the Office of the Recorder of Kern County, included within the following described land:

COMMENCING at the North Quarter Corner of Section 1, Township 27 South, Range 21 East, Mount Diablo Meridian: THENCE (1) along the north line of said Section 1, South 89°27'36" East, 1,142.94 feet to the prolongation of the centerline of Warren Street; THENCE (2) along said prolongation and said centerline, South 0°32'24" West, 75.09 feet; THENCE (3) departing said centerline, South 89°34'38" East, 45.00 feet to a point on the easterly right of way of Warren Street, said point also being the POINT OF BEGINNING; THENCE (4) departing said easterly right of way, South 88°19'59" East, 5.13 feet; THENCE (5) North 45°14'08" East, 21.33 feet; THENCE (6) South 89°27'36" East, 293.17 feet; THENCE (7) South 84°36'47" East, 138.56 feet; THENCE (8) South 41°56'01" East, 20.39 feet; THENCE (9) South 0°32'24" West, 12.46 feet; THENCE (10) North 90°00'00" East, 4.89 feet, to a point on the westerly right of way of Aloma Street; THENCE (11) along said westerly right of way, North 0°32'24" East, 12.59 feet to the beginning of a curve concave southwesterly, said curve has a radius of 20.00 feet; THENCE (12) continuing along said westerly right of way, northwesterly along said curve through a central angle of 85°09'11" an arc distance of 29.72 feet to a point of tangency, last said point also being on the southerly right of way line of State Route 46; THENCE (13) along said southerly right of way, North 84°36'47" West, 137.19 feet; THENCE (14) continuing along said southerly right of way, North 89°27'36" West, 295.01 feet to a point, said point is also the beginning of a curve concave southeasterly, last said curve has a radius of 20.00 feet, last said point also being on said easterly right of way line of Warren Street; THENCE (15) along said easterly right of way, southwesterly along last said curve through a central angle of 90°00'00" an arc distance of 31.42 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on July 01, 2020. 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, Zone 5. Multiply distances by 1.00002875 to convert to ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21433

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-46-PM 32.89 PARCEL 87138-1, 2, 3; 87227-1
OWNER: The San Joaquin Community Hospital Corporation, 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 some but not all owners of records because some of the owners cannot be located with reasonable diligence 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 Kern, State of California, Highway 06-Ker-46 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
06	KER	46	32.89	0612000175

To: Condemnation Unit

From: Curtis K. Abe
R/W Engineering, District 06

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (3 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B & C) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (1 page(s))
  - Parcels 87138-1, 87138-2, 87138-3, & (87227-1)

The electronic files for the above listed information have been transmitted by e-mail.

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 01/15/2016

PROFESSIONAL LAND SURVEYOR
Curtis
Abe
Exp: 12/31/2016
PLS 8035
STATE OF CALIFORNIA

Parcels 87138-1, 87138-2, 87138-3, & (87227-1)

For State Highway purposes, that portion of the southeast quarter of the southwest quarter of Section 31, Township 26 South, Range 22 East, Mount Diablo Meridian, lying southerly of Courses (4), (5), (6), and (7), described as follows:

BEGINNING at the Southwest Corner of Section 31, Township 26 South, Range 22 East, Mount Diablo Meridian; THENCE (1) along the south line of said Section 31, South 89°17'54" East, 1,320.44 feet, to the Southwest Corner of the southeast quarter of the southwest quarter of said Section 31; THENCE (2) along the west line of said southeast quarter of the southwest quarter of said Section 31, North 0°59'11" East, 211.47 feet to a point on the northerly right of way of State Route 46 as described in the deed to the State of California, recorded in Book 3968 on Page 643, Kern County Official Records on August 4, 1966; THENCE (3) departing said northerly right of way, North 0°59'11" East, 14.13 feet; THENCE (4) South 76°33'05" East, 149.52 feet to a point on the northerly right of way of State Route 46, as described in the deed to the State of California, recorded in Book 4111 on Page 474, Kern County Official Records on December 8, 1967; THENCE (5) South 88°36'18" East, 924.62 feet; THENCE (6) South 88°59'21" East, 225.01 feet; THENCE (7) South 87°36'47" East, 901.01 feet; THENCE (8) South 83°33'50" East, 452.55 feet; THENCE (9) South 86°57'26" East, 275.23 feet; THENCE (10) South 87°55'48" East, 772.62 feet; THENCE (11) South 1°36'09" West, 37.26 feet to the northerly right of way of State Route 46, as described in the deed recorded in Book 392 on Page 182, Official Records of Kern County, on April 28, 1931; THENCE (12) along last said northerly right of way, South 88°26'01" East, 732.76 feet to the east line of said Section 31; THENCE (13) along said east line, South 0°52'54" West, 92.67 feet to the Southeast Corner of said Section 31; THENCE (14) along the south line of said Section 31, North 88°30'56" West, 463.49 feet to the Northeast Corner of Section 6, Township 27 South, Range 22 East, Mount Diablo Meridian.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Multiply distances by 1.00002875 to convert to ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21434

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-46-PM 32.89 PARCEL 87145-1, 2; 87228-1
OWNER: Aera Energy 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;

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 Kern, State of California, Highway 06-Ker-46 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
06	KER	46	32.89	0612000175

To: Condemnation Unit

From: Curtis K. Abe
R/W Engineering, District 06

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (3 page(s))
  - 87145-1
  - 87145-2
  - 87228-1

The electronic files for the above listed information have been transmitted by e-mail.

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 01/15/2016

PROFESSIONAL LAND SURVEYOR
Curtis
Abe
Exp: 12/31/2016
PLS 8035
STATE OF CALIFORNIA

Parcel 87145-1 & (87228-1)

For State Highway purposes, that portion of the land excepted out as "the south 660 feet of the west 660 feet thereof", in the Corporation Grant Deed recorded in Book 4318, Page 98, Kern County Official Records on September 17, 1969, lying southerly of Course (7) and Course (8), described as follows:

BEGINNING at the Southwest Corner of Section 31, Township 26 South, Range 22 East, Mount Diablo Meridian; THENCE (1) along the south line of said Section 31, South 89°17'54" East, 1,320.44 feet, to the Southwest Corner of the southeast quarter of the southwest quarter of said Section 31; THENCE (2) along the west line of said southeast quarter of the southwest quarter of said Section 31, North 0°59'11" East, 211.47 feet to a point on the northerly right of way of State Route 46 as described in the deed to the State of California, recorded in Book 3968 on Page 643, Kern County Official Records on August 4, 1966; THENCE (3) departing said northerly right of way, North 0°59'11" East, 14.13 feet; THENCE (4) South 76°33'05" East, 149.52 feet to a point on the northerly right of way of State Route 46, as described in the deed to the State of California, recorded in Book 4111 on Page 474, Kern County Official Records on December 8, 1967; THENCE (5) South 88°36'18" East, 924.62 feet; THENCE (6) South 88°59'21" East, 225.01 feet; THENCE (7) South 87°36'47" East, 901.01 feet; THENCE (8) South 83°33'50" East, 452.55 feet; THENCE (9) South 86°57'26" East, 275.23 feet; THENCE (10) South 87°55'48" East, 772.62 feet; THENCE (11) South 1°36'09" West, 37.26 feet to the northerly right of way of State Route 46, as described in the deed recorded in Book 392 on Page 182, Official Records of Kern County, on April 28, 1931; THENCE (12) along last said northerly right of way, South 88°26'01" East, 732.76 feet to the east line of said Section 31; THENCE (13) along said east line, South 0°52'54" West, 92.67 feet to the Southeast Corner of

said Section 31; THENCE (14) along the south line of said Section 31, North 88°30'56" West, 463.49 feet to the Northeast Corner of Section 6, Township 27 South, Range 22 East, Mount Diablo Meridian.

EXCEPTING THEREFROM, the underlying fee portion of the land excepted out as "the south 660 feet of the west 660 feet thereof", in the Corporation Grant Deed recorded in Book 4318, Page 98, Kern County Official Records on September 17, 1969, described as follows:

BEGINNING at the South Quarter Corner of Section 31, Township 26 South, Range 22 East, Mount Diablo Meridian; THENCE (1) along the west boundary of the land excepted out in said Corporation Grant Deed, North 0°48'45"" East, 95.62 feet to the northerly right of way of State Route 46; THENCE (2) departing said west line, South 88°26'01" East, 660.08 feet along said northerly right of way to the east boundary of the land excepted out in said Corporation Grant Deed; THENCE (3) along said east line, South 0°48'45" West, 80.01 feet to the southerly right of way of State Route 46; THENCE (4) along said southerly right of way, North 88°26'01" West, 660.08 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Multiply distances by 1.00002875 to convert to ground distances.

Parcel 87145-2

For State Highway purposes, the underlying fee portion of the land excepted out as "the south 660 feet of the west 660 feet thereof", in the Corporation Grant Deed recorded in Book 4318, Page 98, Kern County Official Records on September 17, 1969, described as follows:

BEGINNING at the South Quarter Corner of Section 31, Township 26 South, Range 22 East, Mount Diablo Meridian; THENCE (1) along the west boundary of the land excepted out in said Corporation Grant Deed, North 0°48'45"" East, 95.62 feet to the northerly right of way of State Route 46; THENCE (2) departing said west line, South 88°26'01" East, 660.08 feet along said northerly right of way to the east boundary of the land excepted out in said Corporation Grant Deed; THENCE (3) along said east line, South 0°48'45" West, 80.01 feet to the southerly right of way of State Route 46; THENCE (4) along said southerly right of way, North 88°26'01" West, 660.08 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Multiply distances by 1.00002875 to convert to ground distances. Area is ground area.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21435

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Ker-46-PM 57.54 PARCEL 87214-1, 2, 3, 4, 5, 6, 7
OWNER: Paramount Farming Company L.P., a California Limited 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; and Code of Civil Procedure Section 1240.320 in that a portion of the property is being acquired for conveyance to Pacific Gas and Electric Company and 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

APPROVAL RECOMMENDED

Attorney, Department of Transportation

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 Kern, State of California, Highway 06-Ker-46 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
06	KER	46	57.54	0612000105

To: Condemnation Unit

From: Lyn T. Bockmiller
Surveys, District 06

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (3 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Maps (Exhibits B & C) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (8 page(s))
  - 87214-1, 87214-2, 87214-3, 87214-4, 87214-5, 87214-6, 87214-7.

The electronic files for the above listed information have been transmitted by ROWMIS.

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

Signature Lyn T. Bockmiller
Professional Land Surveyor

Date January 13, 2016

PROFESSIONAL LAND SURVEYOR
LYN T. BOCKMILLER
Exp. 12/31/16
No. 7656
STATE OF CALIFORNIA

Parcel 87214-1

For State highway purposes, a portion of that land described in a Corporation Grant Deed recorded on July 31, 1986 in Book 5899, at Page 2355, Kern County Records, more particularly described as follows:

COMMENCING at the South quarter Corner of Section 6, Township 27 South, Range 26 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the west line of the southeast quarter of said Section 6 North 0°35'04" East, 52.54 feet; THENCE (2) North 89°39'16" West, 412.84 feet; THENCE (3) South 0°00'00" East, 5.00 feet to the POINT OF BEGINNING; THENCE (4) North 89°48'51" West, 1344.78 feet; THENCE (5) South 0°01'14" West, 5.76 feet to the existing northerly Right of Way boundary of State Route 46; THENCE along said northerly Right of Way boundary the following described Courses: (6) South 89°43'07" East, 1344.76 feet; (7) North 0°16'53" East, 8.00 feet to the POINT OF BEGINNING.

Lands abutting the State highway shall have no right or easement of access thereto. Reserving however, unto grantor, grantor's successors or assigns, the right of access to said freeway over and across the westerly 802.94 feet of Course (4) hereinabove described.

Parcel 87214-2

For State highway purposes, a portion of that land described in a Corporation Grant Deed recorded on July 31, 1986 in Book 5899, at Page 2355, Kern County Records, more particularly described as follows:

COMMENCING at the South quarter Corner of Section 6, Township 27 South, Range 26 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the west line of the southeast quarter of said Section 6 North 0°35'04" East, 52.54 feet to the POINT OF BEGINNING; THENCE (2) North 89°39'16" West, 412.84 feet; THENCE (3) South 0°00'00" East, 5.00 feet to the existing northerly Right of Way boundary of State

Parcel 87214-2 (continued)

Route 46; THENCE along said northerly Right of Way boundary the following described Courses: (4) South 89°43'07" East, 410.72 feet; (5) North 30°16'53" East, 5.24 feet; THENCE (6) leaving said northerly Right of Way boundary North 89°48'57" West, 0.52 feet to the POINT OF BEGINNING.

Lands abutting the State highway shall have no right or easement of access thereto.

Parcel 87214-3

For State highway purposes, a portion of that land described in a Corporation Grant Deed recorded on July 31, 1986 in Book 5899, at Page 2355, Kern County Records, more particularly described as follows:

COMMENCING at the South quarter Corner of Section 6, Township 27 South, Range 26 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the west line of the southeast Quarter of said Section 6 North 0°35'04" East, 52.54 feet; THENCE (2) South 89°48'57" East, 0.52 feet to the existing northerly Right of Way boundary of State Route 46; THENCE along said northerly Right of Way boundary the following described Courses: (3) North 30°16'53" East, 43.27 feet; (4) South 89°44'50" East, 40.00 feet to the POINT OF BEGINNING; THENCE (5) leaving said northerly Right of Way boundary North 81°10'25" East, 78.10 feet; THENCE (6) North 14°26'08" East, 503.84 feet; THENCE (7) North 7°36'12" East, 405.02 feet to the westerly Right of Way boundary of State Route 99; THENCE along said westerly Right of Way boundary the following described Courses:(8) South 0°47'13" East, 27.98 feet; (9) South 8°36'48" East, 801.87 feet to the beginning of a non-tangent curve concave to the northwest and having a radius of 100.00 feet and to which beginning a radial line bears North 83°13'18" East; (10) southwesterly 96.01 feet along said curve through a central angle of 55°00'32"; (11) along a non-tangent line South 84°58'38" West, 325.78 feet; (12) North 29°44'50" West, 39.54 feet to the POINT OF BEGINNING.

Parcel 87214-3 (continued)

Lands abutting the State highway shall have no right or easement of access thereto and also have no right or easement of access over and across Course (4) described herein, in and to said highway.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 1.00003732 to convert to ground distances.

Parcel 87214-4

A temporary easement for construction of State Highway facilities and appurtenances thereto, under, upon, over and across a portion of that land described in a Corporation Grant Deed recorded on July 31, 1986 in Book 5899, at Page 2355, Kern County Records, more particularly described as follows:

COMMENCING at the South quarter Corner of Section 6, Township 27 South, Range 26 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the west line of the southeast quarter of said Section 6 North 0°35'04" East, 52.54 feet to the POINT OF BEGINNING; THENCE (2) continuing on said west line North 0°35'04" East, 72.93 feet; THENCE (3) South 89°59'47" West, 108.94 feet; THENCE (4) South 0°00'00" East, 72.27 feet; THENCE (5) South 89°39'16" East, 108.19 feet to the POINT OF BEGINNING.

Rights to the above described temporary easement shall cease and terminate on July 01, 2019. The 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, Zone 5. Divide distances by 1.00003732 to convert to ground distances.

Parcel 87214-5

An easement to the State of California , their successors and assigns to construct, reconstruct, install, inspect, maintain, replace, remove, and use facilities such as poles, aerial wires, cables, electrical conductors with associated cross arms, braces, transformers, anchors, guy wires and cables, and such underground conduits, pipes, manholes, service boxes, wires, cables, and electrical conductors; aboveground marker posts, risers, and service pedestals; underground and aboveground switches, fuses, terminals, and transformers with associated concrete pads; and fixtures and appurtenances necessary, located along the route, together with a right of way therefor, within a strip or parcel of land or along a route as hereinafter set forth, and also ingress thereto and egress therefrom, over and across a portion of that land described in a Corporation Grant Deed recorded on July 31, 1986 in Book 5899, at Page 2355, Kern County Records, more particularly described as follows:

COMMENCING at the South quarter Corner of Section 6, Township 27 South, Range 26 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the west line of the southeast Quarter of said Section 6 North 0°35'04" East, 52.54 feet to the POINT OF BEGINNING; THENCE (2) South 89°48'57" East, 0.52 feet to the existing northerly Right of Way boundary of State Route 46; THENCE along said northerly Right of Way boundary the following described Courses: (3) North 30°16'53" East, 43.27 feet; (4) South 89°44'50" East, 40.00 feet; THENCE (5) leaving said northerly Right of Way boundary North 81°10'25" East, 78.10 feet; THENCE (6) North 14°26'08" East, 32.65 feet; THENCE (7) South 81°10'25" West, 148.83 feet; THENCE (8) South 74°56'49" West, 136.66 feet; THENCE (9) North 89°59'43" West, 281.45 feet; THENCE (10) South 0°00'00" East, 4.62 feet; THENCE (11) North 89°49'48" West, 1344.78 feet; THENCE (12) South 0°01'14" West, 20.01 feet; THENCE (13) South 89°48'51" East, 1344.78 feet; THENCE (14) North 0°00'00" West, 5.00 feet; THENCE (15) South 89°39'16" East, 412.84 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 1.00003732 to convert to ground distances.

Parcel 87214-6

An easement to the State of California, their successors and assigns the right from time to time to construct and install communications facilities (including ingress thereto and egress therefrom) over, across, upon and under the hereinafter described real property and to use, operate, inspect, repair, protect, replace and remove said facilities or any of them, together with an exclusive right of way and easement therefor. Said communications facilities shall consist of the following: Underground structures, poles, anchors, guys, cables, wires, crossarms, vaults, manholes, handholes, conduits, wires, cables, service boxes, enclosures, markers, pedestals, terminal equipment cabinets, electrical facilities and conductors, aboveground structures with electronic communication equipment therein, appurtenances for communication purposes, associated paving, fencing and necessary fixtures and appurtenances related thereto within that portion of land described in a Corporation Grant Deed recorded on July 31, 1986 in Book 5899, at Page 2355, Kern County Records, more particularly described as follows:

COMMENCING at the South quarter Corner of Section 6, Township 27 South, Range 26 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the west line of the southeast Quarter of said Section 6 North 0°35'04" East, 52.54 feet to the POINT OF BEGINNING; THENCE (2) South 89°48'57" East, 0.52 feet to the existing northerly Right of Way boundary of State Route 46; THENCE along said northerly Right of Way boundary the following described Courses: (3) North 30°16'53" East, 43.27 feet; (4) South 89°44'50" East, 40.00 feet; THENCE (5) leaving said northerly Right of Way boundary North 81°10'25" East, 78.10 feet; THENCE (6) North 14°26'08" East, 32.65 feet; THENCE (7) South 81°10'25" West, 148.83 feet; THENCE (8) South 74°56'49" West, 136.66 feet; THENCE (9) North 89°59'43" West, 281.45 feet; THENCE (10) South 0°00'00" East, 4.62 feet; THENCE (11) North 89°49'48" West, 1344.78 feet; THENCE (12) South 0°01'14" West, 20.01 feet; THENCE (13) South 89°48'51" East, 1344.78 feet; THENCE (14) North 0°00'00" West, 5.00

Parcel 87214-6 (continued)

feet; THENCE (15) South 89°39'16" East, 412.84 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 1.00003732 to convert to ground distances.

Parcel 87214-7

For State highway purposes, the underlying Fee portion of that portion of land described in a Corporation Grant Deed recorded on July 31, 1986 in Book 5899, at Page 2355, Kern County Records, more particularly described as follows:

COMMENCING at the South quarter Corner of Section 6, Township 27 South, Range 26 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the west line of the southeast quarter of said Section 6 North 0°35'04" East, 52.54 feet; THENCE (2) North 89°39'16" West, 412.84 feet; THENCE (3) South 0°00'00" East, 5.00 feet to the POINT OF BEGINNING; THENCE (4) South 0°16'53" West, 48.00' to the south line of said Section 6; THENCE (5) along said south line North 89°43'07" West, 1401.10 feet to the west line of said Corporation Grant Deed; THENCE along last said west line North 1°34'50" East 40.01 feet to the existing northerly Right of Way boundary of State Route 46; THENCE along said northerly Right of Way boundary South 89°43'07" East, 1400.21 feet to the POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 1.00003732 to convert to ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21437

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Kin-43-PM 1.46 PARCEL 87224-1, 2, 3
OWNER: Salyer Land 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;

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 Kings, State of California, Highway 06-Kin-43 and described as follows:

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

District	County	Route	Postmile	Project ID
06	KIN	43	1.46	0600000959

To: Terre Esquivel
Condemnation Unit

From: Mark D. Elower, PLS
R/W Engineering, District 6

Subject: **RESOLUTION OF NECESSITY TRANSMITTAL**

The following information has been provided, as requested by District Right of Way, for use in the preparation of a Resolution of Necessity (RON) and other documents necessary for Condemnation, including:

- RON Mapping (2 pages)
  - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
  - Detail Map (Exhibit B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (6 page(s))
  - 87224-1
  - 87224-2
  - 87224-3

The electronic files for the above listed information have been transmitted by ROWMIS.

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

Signature Mark Elower
Professional Land Surveyor

Date 11-23-2015

PROFESSIONAL LAND SURVEYOR
MARK D.
ELOWER
Exp: 12/2016
PLS 8417
STATE OF CALIFORNIA

Parcel 87224-1

For freeway purposes, that portion of the land described in grant deed to Salyer Land Company, a California corporation, recorded May 2, 1980 in Book 1175 Page 299, Official Records, Kings County, California, more particularly described as:

COMMENCING at the Southwest Corner of the Northwest Quarter of the Southwest Quarter of Section 13, Township 21 South, Range 22 East, Mount Diablo Meridian and Base Line, said corner marked by a found 2" diameter Kings County Brass Disk, flush, per Corner Record No. 3001, filed in the Kings County Surveyor's Office, said point bears North 89°23'37" West, a distance of 5258.18 feet from the Southeast Corner of the Northeast Quarter of the Southeast Quarter of said Section 13, marked by a found 4'' diameter Tulare Country Brass Disk, per Record of Survey filled in Volume 22 of Licensed Surveyors' Plats at page 81 of Kings County Records; THENCE (1) South 89°23'37" East, 2627.52 feet along the centerline of Whitley Avenue to a point on the east line of the Southwest Quarter of said Section 13, said east line also being the centerline of Avenue 4-1/2 and the easterly line of State Route 43 granted in a deed to the State of California, recorded April 14, 1952 in Book 521, Page 530, Kings County Records; THENCE along said easterly line of State Route 43, the following courses: (2) North 00°07'40" East, 45.07 feet along said east line of the Southwest Quarter of said Section 13; (3) North 89°23'37" West, 25.00 feet to a point on the westerly right of way line of Avenue 4-1/2, said point also being the TRUE POINT OF BEGINNING; (4) North 67°06'07" West, 69.05 feet; (5) North 22°06'07" West, 60.00 feet; THENCE (6) South 58°41'32" East, 100.95 feet to a point on the westerly right of way line of Avenue 4-1/2; THENCE (7) South 00°07'40" West, 30.00 feet along said westerly line of Avenue 4-1/2 to the TRUE POINT OF BEGINNING.

Parcel 87224-1 (continued)

Lands abutting the 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 87224-2

For freeway purposes, that portion of the land described in grant deed to Salyer Land Company, a California corporation, recorded May 2, 1980 in Book 1175 Page 299, Official Records, Kings County, California, more particularly described as follows:

COMMENCING at the Southwest Corner of the Northwest Quarter of the Southwest Quarter of Section 13, Township 21 South, Range 22 East, Mount Diablo Meridian and Base Line, said corner marked by a found 2" diameter Kings County Brass Disk, flush, per Corner Record No. 3001, filed in the Kings County Surveyor's Office, said point bears North 89°23'37" West, a distance of 5258.18 feet from the Southeast Corner of the Northeast Quarter of the Southeast Quarter of said Section 13, marked by a found 4'' diameter Tulare Country Brass Disk, per Record of Survey filled in Volume 22 of Licensed Surveyors' Plats at page 81 of Kings County Records; THENCE (1) South 89°23'37" East, 2627.52 feet along the centerline of Whitley Avenue to a point on the east line of the Southwest Quarter of said Section 13, said east line also being the centerline of Avenue 4-1/2 and the easterly line of State Route 43 granted in a deed to the State of California, recorded April 14, 1952 in Book 521, Page 530, Kings County Records; THENCE along said easterly line of State Route 43, the following courses: (2) North 00°07'40" East, 45.07 feet along said east line of the Southwest Quarter of said Section 13; (3) North 89°23'37" West, 25.00 feet to a point on the westerly right of way line of Avenue 4-1/2; THENCE along said westerly right of way line of Avenue 4-1/2, the following courses: (4) North 00°07'40" East, 30.00 feet to the TRUE POINT OF BEGINNING; (5) North 00°07'40" East, 55.00 feet; THENCE (6) South 50°39'30" West, 49.87 feet; THENCE (7) South 58°41'32" East, 45.00 feet to the TRUE POINT OF BEGINNING.

Parcel 87224-2 (continued)

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 87224-3

For freeway purposes, underlying fee interest, if any, in and to Avenue 4 ½ contiguous to that portion of the land described in grant deed to Salyer Land Company, a California corporation, recorded May 2, 1980 in Book 1175 Page 299, Official Records, Kings County, California, more particularly described as:

COMMENCING at the Southwest Corner of the Northwest Quarter of the Southwest Quarter of Section 13, Township 21 South, Range 22 East, Mount Diablo Meridian and Base Line, said corner marked by a found 2" diameter Kings County Brass Disk, flush, per Corner Record No. 3001, filed in the Kings County Surveyor's Office, said point bears North 89°23'37" West, a distance of 5258.18 feet from the Southeast Corner of the Northeast Quarter of the Southeast Quarter of said Section 13, marked by a found 4'' diameter Tulare Country Brass Disk, per Record of Survey filled in Volume 22 of Licensed Surveyors' Plats at page 81 of Kings County Records; THENCE (1) South 89°23'37" East, 2627.52 feet along the centerline of Whitley Avenue to a point on the east line of the Southwest Quarter of said Section 13, said east line also being the centerline of Avenue 4-1/2 and the easterly line of State Route 43 granted to the State of California, recorded April 14, 1952 in Book 521, Page 530, Kings County Records; THENCE along said easterly line of State Route 43, the following courses: (2) North 00°07'40" East, 45.07 feet along said east line of the Southwest Quarter of said Section 13 to the TRUE POINT OF BEGINNING ; (3) North 89°23'37" West, 25.00 feet to a point on the westerly right of way line of Avenue 4-1/2; THENCE (4) North 00°07'40" East, 30.00 feet along said westerly right of way line of Avenue 4-1/2; THENCE (5) South 58°41'32" East, 29.22 feet to a point in the centerline of said Avenue 4-1/2; THENCE (6) South 00°07'40" West, 15.08 feet along said centerline of Avenue 4-1/2 to the TRUE POINT OF BEGINNING.

Parcel 87224-3 (continued)

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-21438

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 06-Tul-99-PM 40.86 PARCEL 86884-1, 2, 3, 4, 5, 2A
OWNER: Frances V. Lazarus, Trustee of the Mack Lazarus Credit Bypass Trust UTD 12//4/91 as to undivided 50% interest, and to Frances V. Lazarus, Trustee of the Frances V. Lazarus Survivor's Trust UTD 12/4/91 as to an undivided 50% interest, as tenants in common

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 Goshen Community Service District for sewer easement 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 **APPROVAL RECOMMENDED**

Attorney, Department of Transportation **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 Tulare, State of California, Highway 06-Tul-99 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
06	TUL	99	40.86

Project ID 0600000464

This document consists of this Title Sheet and the attached Legal Description of the parcel(s) listed below, consisting of 15 pages.

Parcels in Legal Description:					
86884-1	86884-2	86884-2A	86884-3	86884-4	86884-5

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
MOHAMMED A. JIBRIL
No.8434
STATE OF CALIFORNIA

Signature MOHAMMED JIBRIL
Professional Land Surveyor
Expires 12-31-2016

Date January 25, 2016

Parcel 86884-1

All that portion of Blocks 89, 90, 91, 98 and 99 and of the Streets and Alleys adjoining said blocks as shown in the Map of Goshen, in Volume Number 3 of Maps, at Page Number 20, Official Records Tulare County, also as described in the Grant Deed recorded December 22, 2010, in Document No. 2010-0081728, Official Records Tulare County, located in the Northeast quarter of Section 24, Township 18 South, Range 23 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at a 3" Tulare County monument, marking the North quarter corner of said Section 24, as shown per Record of Survey filed in Book 20 of Surveys at Page 17, Tulare County Records, from which the Northeast corner of said Section 24 bears South 89°37'47" East, a distance of 2653.03 feet, marked by an angle iron, as shown on said Record of Survey; THENCE (1) leaving said North quarter corner, South 89°37'47" East, along the North line of said Northeast quarter of Section 24, a distance of 815.41 feet; THENCE (2) South 03°51'30" East, a distance of 481.93 feet to a point on the southerly right of way line of Southern Pacific Railroad, per deed recorded July 23, 1893, in Volume Number 62 of deeds at Page Number 289, Official Records Tulare County; THENCE (3) South 05°17'26" East, a distance of 311.01 feet to the beginning of a tangent curve concave easterly and having a radius of 2300.00 feet; THENCE (4) southerly along said tangent curve, through a central angle of 16°34'53", an arc distance of 665.62 feet; THENCE (5) South 21°52'18" East, a distance of 261.76 feet; THENCE (6) South 34°27'40" East, a distance of 218.96 feet; THENCE (7) North 79°00'38" East, a distance of 149.70 feet to the TRUE POINT OF BEGINNING; THENCE (8) North 70°55'44" East, a distance of 176.41 feet; THENCE (9) North 75°04'38" East, a distance of

(DESCRIPTION CONTINUES ON PAGE 2)

Parcel 86884-1 (continued)

87.67 feet to a point on the southeasterly line of said Grant Deed, said point being on the arc of a non-tangent curve concave northwesterly and having a radius of 2944.83 feet, a radial to said point bears South 26°15'03" East; THENCE (10) southwesterly along said southeasterly line of said Grant Deed and along said non-tangent curve, through a central angle of 00°26'26", an arc distance of 22.65 feet; THENCE (11) South 61°31'11" West, along said southeasterly line of said Grant Deed, a distance of 84.71 feet; THENCE (12) South 66°40'06" West, along said southeasterly line of said Grant Deed, a distance of 227.67 feet to the south westerly line of said Grant Deed; THENCE (13) North 34°25'14" West, along said westerly line of said Grant Deed, a distance of 53.61 feet to a point on above described course (7); THENCE (14) North 79°00'38" East, along said course (7), a distance of 84.27 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Multiply distances by 1.0000561 to convert to ground distances.

Parcel 86884-2

All that portion of the parcel of land described in the Grant Deed recorded December 22, 2010, in Document Number 2010-0081727, Official Records Tulare County, also that portion of Nutmeg Road abandonment recorded on January 6, 1970, in Document Number 768, in Volume Number 2874, at Page Number 721, Official Records Tulare County, located in the Northeast quarter of Section 24, Township 18 South, Range 23 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at a 3" Tulare County monument, marking the North quarter corner of said Section 24, as shown per Record of Survey filed in Book 20 of Surveys at Page 17, Tulare County Records, from which the Northeast corner of said Section 24 bears South 89°37'47" East, a distance of 2653.03 feet, marked by an angle iron, as shown on said Record of Survey; THENCE (1) leaving said North quarter corner, South 89°37'47" East, along the North line of said Northeast quarter of Section 24, a distance of 815.41 feet; THENCE (2) South 03°51'30" East, a distance of 481.93 feet to a point on the southerly right of way line of Southern Pacific Railroad, per deed recorded July 23, 1893, in Volume Number 62 of deeds at Page Number 289, Official Records Tulare County, said point being the TRUE POINT OF BEGINNING; THENCE (3) South 05°17'26" East, a distance of 311.01 feet to the beginning of a tangent curve concave easterly and having a radius of 2300.00 feet; THENCE (4) southerly along said tangent curve, through a central angle of 16°34'53", an arc distance of 665.62 feet; THENCE (5) South 21°52'18" East, a distance of 10.89 feet to a point on the southerly line of Lot 24 of Block

(DESCRIPTION CONTINUES ON PAGE 2)

Parcel 86884-2 (continued)

98, as shown in the Reversion To Acreage map, recorded in Volume Number 25 of Maps at Page Number 80, Official Records Tulare County, said point being the westerly terminus of the line in said Reversion To Acreage map, shown as " N 89°48'10" W, 589.11' "; THENCE (6) North 89°34'36" West, along said southerly line of Lot 24, a distance of 80.38 feet to the line in said Reversion To Acreage map, shown as " S 00°03'37" W, 287.22' "; THENCE (7) South 00°13'33" West, along last said line, a distance of 87.60 feet to the line in said Reversion To Acreage map, shown as " N 41°52'00" W ,14.97' "; THENCE (8) North 41°37'54" West, along last said line, a distance of 14.97 feet to the Easterly Right of Way line of the land conveyed to the State of California by Grant Deed recorded August 15, 1955, in Document Number 27270, Book Number 1854 of deeds at Page Number 547, Official Records Tulare County; THENCE along said Easterly Right of Way line of the land conveyed to the State of California the following courses:

(9) North 22°30'35" West, a distance of 138.33 feet;

(10) North 09°59'20" West, a distance of 461.57 feet;

(11) North 03°52'01" West, a distance of 493.92 to a point on said southerly right of way line of Southern Pacific Railroad, said point being on the arc of a non-tangent curve concave southwesterly and having a radius of 5806.85 feet, a radial to said point bears North 26°33'09" East;

THENCE (12) southeasterly along said southerly right of way line of Southern Pacific Railroad and along said non-tangent curve, through a central angle of 00°45'30", an arc distance of 76.85 feet to the TRUE POINT OF BEGINNING.

(DESCRIPTION CONTINUES ON PAGE 3)

Parcel 86884-2 (continued)

Lands abutting the 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, Zone 4. Multiply distances by 1.0000561 to convert to ground distances.

Parcel 86884-2A

For the purpose of extinguishing all outdoor advertising sign easements, leases, and license agreements, together with extinguishing access rights to said advertising signs, over that portion of that portion of the parcel of land described in the Grant Deed recorded December 22, 2010, in Document Number 2010-0081727, Official Records Tulare County, also that portion of Nutmeg Road abandonment recorded on January 6, 1970, in Document Number 768, in Volume Number 2874, at Page Number 721, Official Records Tulare County, located in the Northeast quarter of Section 24, Township 18 South, Range 23 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at a 3" Tulare County monument, marking the North quarter corner of said Section 24, as shown per Record of Survey filed in Book 20 of Surveys at Page 17, Tulare County Records, from which the Northeast corner of said Section 24 bears South 89°37'47" East, a distance of 2653.03 feet, marked by an angle iron, as shown on said Record of Survey; THENCE (1) leaving said North quarter corner, South 89°37'47" East, along the North line of said Northeast quarter of Section 24, a distance of 815.41 feet; THENCE (2) South 03°51'30" East, a distance of 481.93 feet to a point on the southerly right of way line of Southern Pacific Railroad, per deed recorded July 23, 1893, in Volume Number 62 of deeds at Page Number 289, Official Records Tulare County, said point being the TRUE POINT OF BEGINNING; THENCE (3) South 05°17'26" East, a distance of 311.01 feet to the beginning of a tangent curve concave easterly and having a radius of 2300.00 feet; THENCE (4) southerly along said tangent curve, through a central angle of 16°34'53", an arc distance of 665.62 feet; THENCE (5)

(DESCRIPTION CONTINUES ON PAGE 2)

Parcel 86884-2A (continued)

South 21°52'18" East, a distance of 10.89 feet to a point on the southerly line of Lot 24 of Block 98, as shown in the Reversion To Acreage map, recorded in Volume Number 25 of Maps at Page Number 80, Official Records Tulare County, said point being the westerly terminus of the line in said Reversion To Acreage map, shown as " N 89°48'10" W, 589.11' "; THENCE (6) North 89°34'36" West, along said southerly line of Lot 24, a distance of 80.38 feet to the line in said Reversion To Acreage map, shown as " S 00°03'37" W, 287.22' "; THENCE (7) South 00°13'33" West, along last said line, a distance of 87.60 feet to the line in said Reversion To Acreage map, shown as " N 41°52'00" W ,14.97' "; THENCE (8) North 41°37'54" West, along last said line, a distance of 14.97 feet to the Easterly Right of Way line of the land conveyed to the State of California by Grant Deed recorded August 15, 1955, in Document Number 27270, Book Number 1854 of deeds at Page Number 547, Official Records Tulare County; THENCE along said Easterly Right of Way line of the land conveyed to the State of California the following courses:

(9) North 22°30'35" West, a distance of 138.33 feet;

(10) North 09°59'20" West, a distance of 461.57 feet;

(11) North 03°52'01" West, a distance of 493.92 to a point on said southerly right of way line of Southern Pacific Railroad, said point being on the arc of a non-tangent curve concave southwesterly and having a radius of 5806.85 feet, a radial to said point bears North 26°33'09" East;

THENCE (12) southeasterly along said southerly right of way line of Southern Pacific Railroad and along said non-tangent curve, through a central angle of 00°45'30", an arc distance of 76.85 feet to the TRUE POINT OF BEGINNING.

(DESCRIPTION CONTINUES ON PAGE 3)

Parcel 86884-2A (continued)

Lands abutting the 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, Zone 4. Multiply distances by 1.0000561 to convert to ground distances.

Parcel 86884-3

A temporary construction easement in and to that portion of Blocks 89, 90, 91, 98 and 99 and of the Streets and Alleys adjoining said blocks as shown in the Town of Goshen, in Volume Number 3 of Maps, at Page Number 20, Official Records Tulare County, also as described in the Grant Deed recorded December 22, 2010, in Document No. 2010-0081728, Official Records Tulare County, located in the Northeast quarter of Section 24, Township 18 South, Range 23 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at a 3" Tulare County monument, marking the North quarter corner of said Section 24, as shown per Record of Survey filed in Book 20 of Surveys at Page 17, Tulare County Records, from which the Northeast corner of said Section 24 bears South 89°37'47" East, a distance of 2653.03 feet, marked by an angle iron, as shown on said Record of Survey; THENCE (1) leaving said North quarter corner, South 89°37'47" East, along the North line of said Northeast quarter of Section 24, a distance of 815.41 feet; THENCE (2) South 03°51'30" East, a distance of 481.93 feet to a point on the southerly right of way line of Southern Pacific Railroad, per deed recorded July 23, 1893, in Volume Number 62 of deeds at Page Number 289, Official Records Tulare County; THENCE (3) South 05°17'26" East, a distance of 311.01 feet to the beginning of a tangent curve concave easterly and having a radius of 2300.00 feet; THENCE (4) southerly along said tangent curve, through a central angle of 16°34'53", an arc distance of 665.62 feet; THENCE (5) South 21°52'18" East, a distance of 261.76 feet; THENCE (6) South 34°27'40" East, a distance of 218.96 feet; THENCE (7) North 79°00'38" East, a distance of 65.43 feet to a point on the westerly line of said Grant Deed, said point is the

Parcel 86884-3 (continued)

TRUE POINT OF BEGINNING; THENCE (8) North 34°25'14" West, along said westerly line of said Grant Deed, a distance of 5.38 feet; THENCE (9) North 79°00'38" East, a distance of 85.71 feet; THENCE (10) North 19°04'16" West, a distance of 11.00 feet; THENCE (11) North 70°55'44" East, a distance of 59.00 feet; THENCE (12) South 19°04'16" East, a distance of 11.00 feet; THENCE (13) North 70°55'44" East, a distance of 117.77 feet; THENCE (14) North 75°04'38" East, a distance of 87.14 feet; THENCE (15) North 63°38'05" East, a distance of 13.98 feet; THENCE (16) South 27°35'55" East, a distance of 5.00 feet; to a point on the southeasterly line of said Grant Deed, said point being on the arc of a non-tangent curve concave northwesterly and having a radius of 2944.83 feet, a radial to said point bears South 26°32'03" East; THENCE (17) southwesterly along said southeasterly line of said Grant Deed and along said non-tangent curve, through a central angle of 00°17'00", an arc distance of 14.56 feet; THENCE (18) South 75°04'38" West, a distance of 87.67 feet; THENCE (19) South 70°55'44" West, a distance of 176.41 feet; THENCE (20) South 79°00'38" West, a distance of 84.27 feet to the TRUE POINT OF BEGINNING.

Rights to the above described temporary construction easement shall cease on August 18, 2019. 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, Zone 4. Multiply distances by 1.0000561 to convert to ground distances.

Parcel 86884-4

A sewer utility easement in and to that portion of Blocks 89, 90, 91, 98 and 99 and of the Streets and Alleys adjoining said blocks as shown in the Map of Goshen, in Volume Number 3 of Maps, at Page Number 20, Official Records Tulare County, also as described in the Grant Deed recorded December 22, 2010, in Document No. 2010-0081728, Official Records Tulare County, located in the Northeast quarter of Section 24, Township 18 South, Range 23 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at a 3" Tulare County monument, marking the North quarter corner of said Section 24, as shown per Record of Survey filed in Book 20 of Surveys at Page 17, Tulare County Records, from which the Northeast corner of said Section 24 bears South 89°37'47" East, a distance of 2653.03 feet, marked by an angle iron, as shown on said Record of Survey; THENCE (1) leaving said North quarter corner, South 89°37'47" East, along the North line of said Northeast quarter of Section 24, a distance of 815.41 feet; THENCE (2) South 03°51'30" East, a distance of 481.93 feet to a point on the southerly right of way line of Southern Pacific Railroad, per deed recorded July 23, 1893, in Volume Number 62 of deeds at Page Number 289, Official Records Tulare County; THENCE (3) South 05°17'26" East, a distance of 311.01 feet to the beginning of a tangent curve concave easterly and having a radius of 2300.00 feet; THENCE (4) southerly along said tangent curve, through a central angle of 16°34'53", an arc distance of 665.62 feet; THENCE (5) South 21°52'18" East, a distance of 261.76 feet; THENCE (6) South 34°27'40" East, a distance of 218.96 feet; THENCE (7) North 79°00'38" East, a distance of 65.43 feet to a point on the westerly line of said Grant Deed; THENCE along

(DESCRIPTION CONTINUES ON PAGE 2)

Parcel 86884-4 (continued)

said westerly line of said Grant Deed the following (5) courses:

(8) North 34°25'14" West, a distance of 135.43 feet to the beginning of a tangent curve concave southwesterly and having a radius of 229.99 feet;

(9) northwesterly along said tangent curve, through a central angle of 25°57'31", an arc distance of 104.20 feet to the beginning of a non-tangent reversed curve concave northeasterly and having a radius of 169.99, a radial to said point bears South 29°37'06" West, also being the TRUE POINT OF BEGINNING;

(10) northwesterly along said non-tangent reverse curve, through a central angle of 46°10'59", an arc distance of 137.02 feet;

(11) North 16°11'54" West, a distance of 5.35 feet to the beginning of a tangent curve concave easterly and having a radius of 1459.92 feet;

(12) northerly along said tangent curve, through a central angle of 04°15'32", an arc distance of 111.19 feet to the northwesterly corner of said Grant Deed;

THENCE (13) leaving said westerly line of said Grant Deed, South 26°29'36" East, a distance of 244.78 feet to the TRUE POINT OF BEGINNING.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Multiply distances by 1.0000561 to convert to ground distances.

Parcel 86884-5

A utility easement in and to that portion of a parcel of land described in the Grant Deed recorded December 22, 2010, in Document Number 2010-0081727, Official Records Tulare County, also that portion of Nutmeg Road abandonment recorded on January 6, 1970, in Document Number 768, in Volume Number 2874, at Page Number 721, Official Records Tulare County, located in the Northeast quarter of Section 24, Township 18 South, Range 23 East, Mount Diablo Meridian, more particularly described as follows:

COMMENCING at a 3" Tulare County monument, marking the North quarter corner of said Section 24, as shown per Record of Survey filed in Book 20 of Surveys at Page 17, Tulare County Records, from which the Northeast corner of said Section 24 bears South 89°37'47" East, a distance of 2653.03 feet, marked by an angle iron, as shown on said Record of Survey; THENCE (1) leaving said North quarter corner, South 89°37'47" East, along the North line of said Northeast quarter of Section 24, a distance of 815.41 feet; THENCE (2) South 03°51'30" East, a distance of 481.93 feet to a point on the southerly right of way line of Southern Pacific Railroad, per deed recorded July 23, 1893, in Volume Number 62 of deeds at Page Number 289, Official Records Tulare County; THENCE (3) South 05°17'26" East, a distance of 311.01 feet to the beginning of a tangent curve concave easterly and having a radius of 2300.00 feet; THENCE (4) southerly along said tangent curve, through a central angle of 15°27'01", an arc distance of 620.22 feet to the TRUE POINT OF BEGINNING; THENCE (5) continuing southerly along said tangent curve, through a central angle of 01°07'52", an arc distance of 45.40 feet; THENCE (6) South 21°52'18" East, a distance of 10.89 feet to the southerly line of said

(DESCRIPTION CONTINUES ON PAGE 2)

Parcel 86884-5 (continued)

Nutmeg Road Abandonment; THENCE (7) South 89°34'36" East, along said southerly line of Nutmeg Road Abandonment, a distance of 19.78 feet to the southeasterly corner of said Nutmeg Road Abandonment; THENCE (8) North 10°26'12" West, a distance of 197.92 feet; THENCE (9) North 00°09'42" West, a distance of 535.62 feet; THENCE (10) North 14°32'43" West, a distance of 37.98 feet to a point on the southerly right of way line of Effie Drive as described in the Grant of Easement recorded December 7, 2005 in Document Number 2005-0136870, Official Records Tulare County, also said point being on the arc of a non-tangent curve concave southerly and having a radius of 50.00 feet, a radial to said point bears North 00°37'02" East; THENCE (11) westerly along said southerly right of way line of Effie Drive and along said non-tangent curve, through a central angle of 21°30'16", an arc distance of 18.77 feet to the beginning of a tangent reverse curve concave northerly and having a radius of 50.00 feet; THENCE (12) westerly along said southerly right of way line of Effie Drive and along said tangent reverse curve, through a central angle of 13°05'27", an arc distance of 11.42 feet to a line parallel with and 30.00 feet westerly of above described Course (10); THENCE parallel with and 30.00 feet westerly of above described Courses (10), (9) and (8), the following described (3) Courses:

(13) South 14°32'43" East, a distance of 35.67 feet;

(14) South 00°09'42" East, a distance of 535.37 feet;

(15) South 10°26'12" East, a distance of 140.80 feet to the TRUE POINT OF BEGINNING.

(DESCRIPTION CONTINUES ON PAGE 3)

Parcel 86884-5 (continued)

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 4. Multiply distances by 1.0000561 to convert to ground distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21439

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 76128-1
OWNER: Linda Elaine Merrill, 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 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:

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: (Enter parcel numbers)
76128-1

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

Date 1/8/2016

PROFESSIONAL LAND SURVEYOR
James W. White
Exp: 12/31/2017
PLS 6653
STATE OF CALIFORNIA

RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 76128-1:

For State Highway purposes, the Southerly 39.624 meters (130.00 feet) of the West half of the Southwest 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, in the County of Los Angeles, State of California.

TOGETHER with underlying fee interest, if any, contiguous to the above described property, in and to the adjoining public way.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21440

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 76132-1
OWNER: Hagop Bartoumian and Anahid Bartoumian

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; 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:

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 number
76132-1

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

Date 12/8/2015

PROFESSIONAL LAND SURVEYOR
JAMES W. WHITE
Exp: 12/31/2015
PLS 6653
STATE OF CALIFORNIA

RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 76132-1:

For State Highway purposes, that portion of land in the County of Los Angeles, State of California conveyed by deed recorded on May 22, 1997 as Instrument No. 97-764908, Official Records, in the Office of the Registrar-Recorder/County Clerk, described as follows;

The Southerly 49.378 meters (162.00 feet) of the Northeast quarter of Section 22, Township 5 North, Range 10 West, San Bernardino Meridian, according to the Official plat of said land.

TOGETHER with underlying fee interest, if any, contiguous to the above described property, in and to the adjoining public way.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21441

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-138-PM 69.3 PARCEL 76490-1
OWNER: Aim High, LLC a Limited Liability Co.

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; 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:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
07	LA	138	69.3

Project ID 0713000216

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>
76490-1

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

Signature James W. White
Professional Land Surveyor

Date 11/16/2015

PROFESSIONAL LAND SURVEYOR
James W. White
Exp: 12/31/2015
PLS 6653
STATE OF CALIFORNIA

RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 76490-1:

For State Highway purposes, that portion of Parcel 2, in the County of Los Angeles, State of California as conveyed in a deed recorded September 22, 2005 as Instrument No. 05-2284715, Official Records, in the Office of the Registrar-Recorder/County Clerk of said county, described as follows:

Part "A"

All that land lying Northerly of the following described line:

Commencing at the intersection of the center line of 213th Street East, with the center line of Pearblossom Highway, said intersection also being the Northwest corner of Section 29, Township 5 North, Range 8 West, San Bernardino Meridian, according to the Official plat of said land; thence Easterly along said center line of Pearblossom Highway, said center line also being the North line of the Northwest quarter of said Section 29, N 89° 39′ 25″ E, 1,324.64 feet to the Northwest corner of the Northeast quarter of the Northwest quarter of said Section 29; thence Southerly along the West line of the Northeast quarter of the Northwest quarter of said Section 29, S 00° 29′ 00″ E, 216.35 feet to the BEGINNING OF THE DESCRIBED LINE; thence S 87° 28′ 50″ E, 148.90 feet to a tangent curve, concave Southerly and having a radius of 1,835.00 feet; thence Easterly along said curve through a central angle of 16° 39′ 39″, a length of 533.59 feet; thence tangent to said curve, S 70° 49′ 11″ E, 340.82 feet to a tangent curve, concave Northerly and having a radius of 2,175.00 feet; thence Easterly along said curve through a central angle of 18° 45′ 58″, a length of 712.38 feet; thence tangent to said curve, S 89° 35′ 09″ E, 1154.56 feet to a tangent curve, concave Northerly and having a radius of 2,175.00 feet; thence Easterly along said curve through a central angle of 16° 03′ 13″, a length of 609.41

feet; thence tangent to said curve, N 74° 21′ 38″ E, 547.55 feet to the East line of Northeast quarter of said Section 29; END OF DESCRIBED LINE.

The above described land shall be bounded Southwesterly by the Northeasterly line of the Antelope Highway, 150.00 feet wide, and Easterly by the East line of the Northeast quarter of said Section 29.

TOGETHER with underlying fee interest, if any, contiguous to the above described property, in and to the adjoining public way.

Part "B"

TOGETHER with the above described Part "A," being a 90.00 foot wide strip of land, the Southwesterly boundary of said strip being coincident with the Northeasterly boundary of Antelope Highway, being 150.00 feet wide, as described in Book 13604, page 102 in the Office of the Registrar-Recorder/County Clerk of said county.

The sidelines of the above described strip shall be lengthened or shortened so as to terminate Northwesterly with that land described above in Part "A" and Southeasterly with the Easterly line of said Section 29.

TOGETHER with underlying fee interest, if any, contiguous to the above described property, in and to the adjoining public way.

The bearings and distances used in this description are on the California Coordinate System of 1983 (Epoch 1991.35), Zone 5. The distances used in this description are grid distances (except record), divide said distances by 0.9997706 to obtain ground level distances.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21442

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-138-PM 69.3 PARCEL 76491-1
OWNER: Joo S. Lee and Inkie Lee

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; 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 Mile
07	LA	138	69.3

Project ID 0713000216

Legal descriptions for the parcels listed below are attached.

This document consists of a total of 4 pages.

Parcels in Legal Description: <Insert parcel numbers>
76491-1

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

Signature James W. White
Professional Land Surveyor

Date 11/16/2015

PROFESSIONAL LAND SURVEYOR
James W. White
Exp: 12/31/2015
PLS 6653
STATE OF CALIFORNIA

RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 76491-1:

For State Highway purposes, that portion of the Northeast quarter of Section 29, Township 5 North, Range 8 West, San Bernardino Meridian, according to the Official plat of said land, in the County of Los Angeles, State of California as conveyed in a deed recorded January 5, 1996 as Instrument No. 96-23908, Official Records, in the Office of the Registrar-Recorder/County Clerk of said county, described as follows:

Part "A"

All that land lying Northerly of the following described line:

Commencing at the intersection of the center line of 213th Street East, with the center line of Pearblossom Highway, said intersection also being the Northwest corner of Section 29, Township 5 North, Range 8 West, San Bernardino Meridian, according to the Official plat of said land; thence Easterly along said center line of Pearblossom Highway, said center line also being the North line of the Northwest quarter of said Section 29, N 89° 39′ 25″ E, 1,324.64 feet to the Northwest corner of the Northeast quarter of the Northwest quarter of said Section 29; thence Southerly along the Westerly line of the Northeast quarter of the Northwest quarter of said Section 29, S 00° 29′ 00″ E, 216.35 feet to the BEGIINING OF THE DESCRIBED LINE; thence S 87° 28′ 50″ E, 148.90 feet to a tangent curve, concave Southerly and having a radius of 1,835.00 feet; thence Easterly along said curve through a central angle of 16° 39′ 39″, a length of 533.59 feet; thence tangent to said curve, S 70° 49′ 11″ E, 340.82 feet to a tangent curve, concave Northerly and having a radius of 2,175.00 feet; thence Easterly along said

curve through a central angle of 18° 45′ 58″, a length of 712.38 feet; thence tangent to said curve, S 89° 35′ 09″ E, 1154.56 feet to a tangent curve, concave Northerly and having a radius of 2,175.00 feet; thence Easterly along said curve through a central angle of 16° 03′ 13″, a length of 609.41 feet; thence tangent to said curve, N 74° 21′ 38″ E, 547.55 feet to the East line of Northeast quarter of said Section 29; END OF DESCRIBED LINE.

The above described land shall be bounded Northeasterly by the Southwesterly line of the Antelope Highway, 150.00 feet wide, and Westerly by the West line of the Northeast quarter of said Section 29.

Together with underlying fee interest, if any, contiguous to the above-described property in and to the adjoining public way.

Part "B"

TOGETHER with the above described Part "A," being a 40.00 foot wide strip of land, the Northeasterly boundary of said strip being coincident with the Southwesterly boundary of Antelope Highway, being 150.00 feet wide, as described in Book 13604, page 102 in the Office of the Registrar-Recorder/County Clerk of said county.

The sidelines of the above described strip shall be lengthened or shortened so as to terminate Southeasterly with that land described above in Part "A" and Southeasterly with the Southeasterly boundary line of above mentioned deed recorded January 5, 1996 as Instrument No. 96-23908.

Together with underlying fee interest, if any, contiguous to the above-described property in and to the adjoining public way.

EXCEPTING THEREFROM all oil, oil rights, minerals, mineral rights, natural gas, natural gas rights, and other hydrocarbons by whatsoever name known that may be within or under the parcel of land hereinabove described, together with the perpetual right of drilling, mining, exploring and operating therefore and removing the same from said land or any other land, including the right to whipstock or directionally drill and mine from lands other than those hereinabove described, oil or gas wells, tunnels and shafts into, through or across the subsurface of the land hereinabove described, and to bottom such whipstocked or directionally drilled wells, tunnels and shafts under and beneath or beyond the exterior limits thereof, and to redrill, retunnel, equip, maintain, repair, deepen and operate any such wells or mines, without, however, the right to drill, mine, explore and operate through the surface or the upper 100 feet of the subsurface of the land hereinabove described or otherwise in such manner as to endanger the safety of any highway that may be constructed on said lands.

TOGETHER with underlying fee interest, if any, contiguous to the above described property, in and to the adjoining public way.

The bearings and distances used in this description are on the California Coordinate System of 1983 (Epoch 1991.35), Zone 5. The distances used in this description are grid distances (except record), divide said distances by 0.9997706 to obtain ground level distances.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21443

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-138-PM 68.6 PARCEL 76499-1, 2
OWNER: Rouella Rumbayan and Eddie Heryanto

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; 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;

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

The offer required by Section 7267.2 of the Government Code has not been made to the owner or owners of record because they could not be located with reasonable diligence; 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 Mile
07	LA	138	68.6

Project ID 0713000216

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				
76499-1				
76499-2				

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 12/9/2015

PROFESSIONAL LAND SURVEYOR
JAMES W. WHITE
Exp: 12/31/2015
PLS 6653
STATE OF CALIFORNIA

RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 76499-1:

For State Highway purposes, that portion of land in the county of Los Angeles conveyed by deed recorded on February 24, 1993 as Instrument No. 93-345950, Official Records in the Office of the Registrar-Recorder/County Clerk of Los Angeles County, State of California described as follows: The Northerly 50.00 feet of the West half of the East half of the East half of the Northwest quarter of the Northeast quarter of section 30, Township 5 North, Range 8 West, San Bernardino Meridian, according to the Official plat of said land approved by the Surveyor General on March 19, 1856, in the Office of the Registrar-Recorder/County Clerk of said county.

EXCEPTING THEREFROM 50% of minerals, as reserved by Annie Peters, a widow in deed recorded June 24, 1957 as Document No. 422, in Book 54862, page 174 of Official Records of said county.

ALSO EXCEPTING THEREFROM all oil, oil rights, minerals, mineral rights, natural gas, natural gas rights, and other hydrocarbons by whatsoever name known that may be within or under the parcel of land hereinabove described, together with the perpetual right of drilling, mining, exploring and operating therefore and removing the same from said land or any other land, including the right to whipstock or directionally drill and mine from lands other than those hereinabove described, oil or gas wells, tunnels and shafts into, through or across the subsurface of the land hereinabove described, and to bottom such whipstocked or directionally drilled wells, tunnels and shafts under and beneath or beyond the exterior limits thereof, and to redrill, retunnel, equip, maintain, repair, deepen and operate any such wells or mines, without, however, the

right to drill, mine, explore and operate through the surface or the upper 100 feet of the subsurface of the land hereinabove described or otherwise in such manner as to endanger the safety of any highway that may be constructed on said lands.

TOGETHER with underlying fee interest, if any, contiguous to the above described property, in and to the adjoining public way.

PARCEL 76499-2:

A temporary easement for purposes incidental to the construction of Route 138, in, on, over and across that portion of that portion of the West half of the East half of the East half of the Northwest quarter of the Northeast quarter of section 30, Township 5 North, Range 8 West, San Bernardino Meridian, according to the Official plat of said land, approved by the Surveyor General on March 19, 1856, in the Office of the Registrar-Recorder/County Clerk of said county, lying within the Southerly 115.00 feet of the Northerly 165.00 feet of said West half.

The above described parcel of land is to be used for temporary construction purposes and incidents thereto in connection with the construction of State Highway Route 138 project designated as 07-LA-138-PM-68.6 on maps in the Office of the Department of Transportation, State of California, and the rights to the above described temporary easement shall cease and terminate on February 15, 2019. Said rights may be terminated prior above date by the STATE upon notice to the OWNER.

END OF DESCRIPTION

Parcel 76499-1 & -2

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21444

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 07-LA-138-PM 69.8 PARCEL 77191-1
OWNER: Aim High, LLC a Limited Liability Co.

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; 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:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Post Mile
07	LA	138	69.8

Project ID 0713000216

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)
77191-1

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*

Date 11/16/2015

PROFESSIONAL LAND SURVEYOR
James W. White
Exp: 12/31/2015
PLS 6653
STATE OF CALIFORNIA

RESOLUTION OF NECESSITY DESCRIPTION

PARCEL 77191-1:

For State Highway purposes, that portion of Parcel 3, conveyed in a deed recorded on September 22, 2005 as Instrument No. 05-2284715, Official Records, in the Office of the Registrar-Recorder/County Clerk of the County of Los Angeles, State of California, described as follows:

A strip of land 40.00 feet wide, the Northeasterly line being coincident with the Southwesterly line of Antelope Highway, being 150.00 feet wide as described in Book 13604, page 102, in the Office of the Registrar-Recorder/County Clerk of said county.

The sidelines of said strip shall be prolonged or shortened to end westerly at the Northwest line of said Parcel 3 and Easterly at the East line of said Parcel 3.

TOGETHER with underlying fee interest, if any, contiguous to the above described property, in and to the adjoining public way.

END OF DESCRIPTION

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21445

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-58-PM R3.41 PARCEL 23458-1, -01-01, -01-02
OWNER: BNSF Railway 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 1240.410 in that the property being acquired includes remnants that would be of little market value; and Code of Civil Procedure Section 1240.510 in that the property being acquired is for a compatible 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;

APPROVED AS TO FORM AND PROCEDURE | **APPROVAL RECOMMENDED**

Attorney, Department of Transportation | **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 San Bernardino, State of California, Highway 08-SBd-58 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Postmile
08	SBD	58	R3.41

Project ID 0800000616

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:					
23458-1					
23458-01-01					
23458-01-02					

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 12/01/2015

PROFESSIONAL LAND SURVEYOR
Trent
Lenfestey
Exp. 12/31/17
PLS 8351
STATE OF CALIFORNIA

LEGAL DESCRIPTION

PARCEL 23458-1

For freeway purposes those portions of Government Lot 2 of the Northwest quarter, Section 1, Township 10 North, Range 7 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, in the unincorporated area of the County of San Bernardino, State of California, as described in a Deed recorded August 12, 1898, in Book 252, page 145, Book of Deeds as shown on County Surveyor Map No. 3240 as Parcel Numbers 2 and 3 on file in the County Surveyors office of said County, included within a strip of land, 399.92 feet wide, lying 199.96 feet on each side of the following described line:

BEGINNING at a point on the West line of Section 36, Township 11 North, Range 7 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, said point being distant thereon North 1°08'50" West 190.47 feet from the southwest section corner of said Section 36, said point being at the beginning of a non-tangent curve concave northeasterly having a radius of 20,000.02 feet, a radial line bears South 18°16'15" West; thence southeasterly along said curve through a central angle of 15°28'10" an arc distance of 5,399.84 feet a point on the East line of Section 1, Township 10 North, Range 6 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, said point being distant thereon South 0°11'07" East 776.81 feet from the northeast corner of said Section 1.

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

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 5. Divide distances shown by 0.9998188 to obtain ground level distances.

LEGAL DESCRIPTION

PARCEL 23458-01-01

For freeway purposes those portions of Government Lot 2 of the Northwest quarter, Section 1, Township 10 North, Range 7 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, in the unincorporated area of the County of San Bernardino, State of California, as described in a Deed recorded August 12, 1898, in Book 252, page 145, Book of Deeds as shown on County Surveyor Map No. 3240 as Parcel Numbers 2 and 3 on file in the County Surveyors office of said County, lying northeasterly of a line that is parallel and concentric with and distant northeasterly 199.96 feet of the following described line:

BEGINNING at a point on the West line of Section 36, Township 11 North, Range 7 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, said point being distant thereon North 1°08'50" West 190.47 feet from the southwest section corner of said Section 36, said point being at the beginning of a non-tangent curve concave northeasterly having a radius of 20,000.02 feet, a radial line bears South 18°16'15" West; thence southeasterly along said curve through a central angle of 15°28'10" an arc distance of 5,399.84 feet a point on the East line of Section 1, Township 10 North, Range 6 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, said point being distant thereon South 0°11'07" East 776.81 feet from the northeast corner of said Section 1.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 5. Divide distances shown by 0.9998188 to obtain ground level distances.

LEGAL DESCRIPTION

PARCEL 23458-01-02

For freeway purposes those portions of Government Lot 2 of the Northwest quarter, Section 1, Township 10 North, Range 7 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, in the unincorporated area of the County of San Bernardino, State of California, as described in a Deed recorded August 12, 1898, in Book 252, page 145, Book of Deeds as shown on County Surveyor Map No. 3240 as Parcel Numbers 2 and 3 on file in the County Surveyors office of said County, lying southwesterly of a line that is parallel and concentric with and distant southwesterly 199.96 feet of the following described line:

BEGINNING at a point on the West line of Section 36, Township 11 North, Range 7 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, said point being distant thereon North 1°08'50" West 190.47 feet from the southwest section corner of said Section 36, said point being at the beginning of a non-tangent curve concave northeasterly having a radius of 20,000.02 feet, a radial line bears South 18°16'15" West; thence southeasterly along said curve through a central angle of 15°28'10" an arc distance of 5,399.84 feet a point on the East line of Section 1, Township 10 North, Range 6 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, said point being distant thereon South 0°11'07" East 776.81 feet from the northeast corner of said Section 1.

EXCEPTING therefrom that portion lying southerly of the northerly line of the land of Atchison, Topeka and Santa Fe Railway Company as described in a Deed recorded March 16, 1914 in Book 548, page 29, Official Records of said county.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 5. Divide distances shown by 0.9998188 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21446

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-58-PM R4.52 PARCEL 23474-1
OWNER: Ana Coo Cabal, Custodian for Andrew C. Cabal

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 Bernardino, State of California, Highway 08-SBd-58 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Postmile
08	SBD	58	R4.52

Project ID 0800000616

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:
23474-1

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

Date 10/05/15

PROFESSIONAL LAND SURVEYOR
Trent Lenfestey
Exp. 12/31/15
PLS 8351
STATE OF CALIFORNIA

LEGAL DESCRIPTION

PARCEL 23474-1

For freeway purposes that portion of the East half of the Northwest quarter of East half of Government Lot 2 of the Northwest quarter, Section 6, Township 10 North, Range 6 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, in the unincorporated area of the County of San Bernardino, State of California, included within a strip of land, 399.92 feet wide, lying 199.96 feet on each side of the following described line:

BEGINNING at a point on the East line of said Government Lot 2, distant thereon South 1°48'57" East 781.35 feet from the North quarter corner of said section; thence North 90°00'00" West 1,652.74 feet to the beginning of a curve concave northerly having a radius of 20,000.02 feet; thence northwesterly along said curve through a central angle of 2°48'05" an arc distance of 977.91 feet a point on the West line of said section, said point being distant thereon South 0°11'07" East 776.81 feet from the Northwest corner of said Section 6.

The sidelines of said strip shall be prolonged or shortened so as to begin at said East line and terminate at said West line.

Excepting therefrom one-half of all oil, gas and other mineral deposits, as reserved in the deed recorded October 27, 1959 in Book 4966 Page 76 of Official Records of said county.

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

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 5. Divide distances shown by 0.9998188 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21447

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-58-PM R7.91 PARCEL 23505-1
OWNER: BNSF Railway 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 1240.510 in that the property being acquired is for a compatible 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

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 San Bernardino, State of California, Highway 08-SBd-58 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Postmile
08	SBD	58	R7.91

Project ID 0800000616

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:
23505-1

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

Date 12/01/2015

PROFESSIONAL LAND SURVEYOR
Trent
Lenfestey
Exp. 12/31/17
PLS 8351
STATE OF CALIFORNIA

LEGAL DESCRIPTION

PARCEL 23505-1

An easement for freeway purposes in and to that portion of the Section 3, Township 10 North, Range 6 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, in the unincorporated area of the County of San Bernardino, State of California, as described in a Deed to the California, Arizona and Santa Fe Railway Company, known as the Mojave Company, recorded April 18, 1914, in Book 548, pages 29 to 51, inclusive of Deeds and that portion described in Grant of Right of Way recorded August 11, 1961, in Book 5646, page 866, both in the Office of the County Recorder of said County, included within a strip of land, 399.92 feet wide, lying 199.96 feet on each side of the following described line:

BEGINNING at a point on the East line of said Section 3, distant thereon South 0°14'09" East 1,235.37 feet from the East quarter corner of said section; thence North 58°10'25" West 941.10 feet to the beginning of a curve concave southwesterly having a radius of 17,999.99 feet; thence northwesterly along said curve through a central angle of 15°47'47" an arc distance of 4,962.54 feet a point on the West line of said section, said point being distant thereon South 1°02'49" East 1,436.05 feet from the Northwest corner of said Section 3.

This relinquishment of all abutter's rights of access is made subject to all of the existing private crossings over and across the areas described in this conveyance.

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 5. Divide distances shown by 0.9998188 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21448

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 08-SBd-58-PM R3.41 PARCEL 23890-1
OWNER: BNSF Railway 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 1240.510 in that the property being acquired is for a compatible 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

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 San Bernardino, State of California, Highway 08-SBd-58 and described as follows:

TITLE SHEET
(Resolution of Necessity Description)

District	County	Route	Postmile
08	SBD	58	R3.41

Project ID 0800000616

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:
23890-1

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

Date 12/01/2015

PROFESSIONAL LAND SURVEYOR
Trent
Lenfestey
Exp. 12/31/17
PLS 8351
STATE OF CALIFORNIA

LEGAL DESCRIPTION

PARCEL 23890-1

For freeway purposes that portion of the Southwest quarter of Section 36, Township 11 North, Range 7 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, in the unincorporated area of the County of San Bernardino, State of California, as described in a Deed recorded August 12, 1898, in Book 252, page 145, Book of Deeds as shown on County Surveyor Map No. 3240 as Parcel Number 4 on file in the County Surveyors office of said County, included within a strip of land, 399.92 feet wide, lying 199.96 feet on each side of the following described line:

BEGINNING at a point on the West line of said Section 36, distant thereon North 1°08'50" West 190.47 feet from the southwest section corner of said Section 36 said point being at the beginning of a non-tangent curve concave northeasterly having a radius of 20,000.02 feet, a radial line bears South 18°16'15" West; thence southeasterly along said curve through a central angle of 15°28'10" an arc distance of 5,399.84 feet a point on the East line of Section 1, Township 10 North, Range 6 West, SAN BERNARDINO MERIDIAN, according to the Official plat thereof, said point being distant thereon South 0°11'07" East 776.81 feet from the northeast corner of said Section 1.

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

The bearings and distances used in the above description are based on the California Coordinate System of 1983, Zone 5. Divide distances shown by 0.9998188 to obtain ground level distances.

TRANSPORTATION COMMISSION
RESOLUTION NO.

C-21449

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION OF NECESSITY
TO ACQUIRE CERTAIN REAL PROPERTY
OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
HIGHWAY 11-SD-76-PM 32.6 PARCEL 35395-1, 2, 3
OWNER: Beemer Ranch Co., 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

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-76 and described as follows:

RESOLUTION of NECESSITY

Title Sheet

District	County	Route	Postmile
11	SD	76	32.6

Project E.A. 405709

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: <Insert parcel numbers>					
35395-1					
35395-2					
35395-3					

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 12-29-15

PROFESSIONAL LAND SURVEYOR
JAMES
REMELE
EXP: 10-31-16
LS8914
STATE OF CALIFORNIA

PARCEL 35395-1

FOR STATE HIGHWAY PURPOSES, THAT PORTION OF THE PAUMA RANCHO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, DESCRIBED AS "PARCEL 13" PER DEED RECORDED AS DOCUMENT NUMBER 2002-1106458 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON DECEMBER 6, 2002, LYING NORTHWESTERLY OF A COURSE DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWESTERLY CORNER OF GOVERNMENT LOT 2, SECTION 23, TOWNSHIP 10 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN AS SHOWN ON RECORD OF SURVEY NUMBER 2831 IN SAID OFFICE OF RECORDS, BEING A POINT ON THE PAUMA RANCHO BOUNDARY; THENCE S72°56'05"E, 959.22 FEET ALONG SAID BOUNDARY TO A 1 1/4 INCH IRON PIPE WITH TAG MARKED "LS 5134" PER RECORD OF SURVEY NUMBER 9934 FILED IN SAID OFFICE OF RECORDS; THENCE S79°40'10"W, 707.78 FEET TO THE **POINT OF BEGINNING,** BEING ON THE NORTHEASTERLY RIGHT OF WAY OF ROAD SURVEY 604 AS DESCRIBED IN DOCUMENT NUMBER 47166, FILED IN BOOK 684, PAGE 113 IN SAID OFFICE OF RECORDS; THENCE (1) NORTH 28°00'44" WEST, 115.03 FEET; THENCE (2) NORTH 38°19'47" WEST, 41.94 FEET; THENCE (3) NORTH 48°33'58" WEST, 44.00 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 250.00 FEET; THENCE (4) NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 32°15'46" AN ARC DISTANCE OF 140.77 FEET TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 75.00 FEET; THENCE (5) NORTHWESTERLY, NORTHERLY, NORTHEASTERLY AND EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 96°17'42" AN ARC DISTANCE OF 126.05 FEET; THENCE (6) NORTH 79°59'30" EAST, 395.18 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 600.00 FEET; THENCE (7) NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 46°00'17" AN ARC DISTANCE OF 481.76 FEET TO THE EXTENSION OF A COURSE ON THE SOUTHEASTERLY RIGHT OF WAY OF ROUTE 11-SD-76 SHOWN AS "N.33°37'E. 428.96' " PER EASEMENT DEED TO STATE RECORDED AS DOCUMENT NUMBER 80882 IN BOOK 1767, PAGE 151 IN SAID OFFICE OF RECORDS, THENCE ALONG SAID EXTENSION (8) NORTH 33°59'13" EAST, 39.99 FEET TO THE **POINT OF TERMINUS**, BEING A POINT ON THE SOUTHEASTERLY RIGHT OF WAY OF ROUTE 11-SD-76 PER SAID EASEMENT DEED TO STATE.

TOGETHER WITH UNDERLYING FEE INTEREST, IF ANY, APPURTENANT TO THE ABOVE DESCRIBED PROPERTY IN AND TO THE ADJOINING PUBLIC WAYS.

PARCEL 35395-2

FOR STATE HIGHWAY PURPOSES, ALL THAT PORTION OF GOVERNMENT LOT 2 OF FRACTIONAL SECTION 23, TOWNSHIP 10 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, DESCRIBED AS "PARCEL 12" PER DEED RECORDED AS DOCUMENT NUMBER 2002-1106458 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON DECEMBER 6, 2002 LYING SOUTHWESTERLY, WESTERLY, NORTHWESTERLY AND NORTHERLY OF A COURSE DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWESTERLY CORNER OF GOVERNMENT LOT 2, SECTION 23, TOWNSHIP 10 SOUTH, RANGE 1 WEST, SAN BERNARDINO MERIDIAN AS SHOWN ON RECORD OF SURVEY NUMBER 2831 IN SAID OFFICE OF RECORDS, BEING A POINT ON THE PAUMA RANCHO BOUNDARY; THENCE S72°56'05"E, 959.22 FEET ALONG SAID BOUNDARY TO A 1 1/4

INCH IRON PIPE WITH TAG MARKED "LS 5134" PER RECORD OF SURVEY NUMBER 9934 FILED IN SAID OFFICE OF RECORDS; THENCE S79°40'10"W, 707.78 FEET TO THE **POINT OF BEGINNING,** BEING ON THE NORTHEASTERLY RIGHT OF WAY OF ROAD SURVEY 604 AS DESCRIBED IN DOCUMENT NUMBER 47166, FILED IN BOOK 684, PAGE 113 IN SAID OFFICE OF RECORDS; THENCE (9) NORTH 28°00'44" WEST, 115.03 FEET; THENCE (10) NORTH 38°19'47" WEST, 41.94 FEET; THENCE (11) NORTH 48°33'58" WEST, 44.00 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHEASTERLY, HAVING A RADIUS OF 250.00 FEET; THENCE (12) NORTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 32°15'46" AN ARC DISTANCE OF 140.77 FEET TO THE BEGINNING OF A COMPOUND CURVE, CONCAVE SOUTHEASTERLY HAVING A RADIUS OF 75.00 FEET; THENCE (13) NORTHWESTERLY, NORTHERLY, NORTHEASTERLY AND EASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 96°17'42" AN ARC DISTANCE OF 126.05 FEET; THENCE (14) NORTH 79°59'30" EAST, 395.18 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 600.00 FEET; THENCE (15) NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 46°00'17" AN ARC DISTANCE OF 481.76 FEET TO THE EXTENSION OF A COURSE ON THE SOUTHEASTERLY RIGHT OF WAY OF ROUTE 11-SD-76 SHOWN AS "N.33°37'E. 428.96' " PER EASEMENT DEED TO STATE RECORDED AS DOCUMENT NUMBER 80882 IN BOOK 1767, PAGE 151 IN SAID OFFICE OF RECORDS, THENCE ALONG SAID EXTENSION (16) NORTH 33°59'13" EAST, 39.99 FEET TO THE **POINT OF TERMINUS**, BEING A POINT ON THE SOUTHEASTERLY RIGHT OF WAY OF ROUTE 11-SD-76 PER SAID EASEMENT DEED TO STATE.

TOGETHER WITH UNDERLYING FEE INTEREST, IF ANY, APPURTENANT TO THE ABOVE DESCRIBED PROPERTY IN AND TO THE ADJOINING PUBLIC WAYS.

PARCEL 35395-3

FOR STATE HIGHWAY PURPOSES, A TEMPORARY EASEMENT FOR CONSTRUCTION PURPOSES UPON, OVER, UNDER AND ACROSS THAT PORTION OF PAUMA RANCHO IN THE COUNTY OF SAN DIEGO, DESCRIBED AS "PARCEL 13" PER DEED RECORDED AS DOCUMENT NUMBER 2002-1106458 OF OFFICIAL RECORDS IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON DECEMBER 6, 2002, DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE RANCHO PAUMA LINE SHOWN AS "FD 11/4" PIPE WITH BRASS DISC MK'D "G.A. HELMER L.S. 5134"; PER R. OF S. 9934", PER RECORD OF SURVEY NUMBER 14544 FILED MAY 12, 1994 AS DOCUMENT NUMBER 1994-0315869 IN SAID OFFICE OF RECORDS; THENCE NORTH 38°30'35" EAST, 1012.03 FEET TO A 1/2 INCH ROUND PIN WITH PLASTIC CAP, "L" VISIBLE, BEING THE MOST EASTERLY CORNER OF SAID PARCEL 13; THENCE NORTH 51°19'49" WEST, 383.05 FEET TO A 1/2 INCH REBAR WITH PLASTIC CAP MARKED "LS2961" BEING A POINT ON THE NORTHEASTERLY LINE OF SAID PARCEL; THENCE NORTH 51°19'49" WEST, 27.26 FEET TO A NON-TANGENT CURVE, CONCAVE SOUTHEASTERLY, HAVING A RADIUS OF 295.68 FEET AND A RADIAL BEARING OF NORTH 31°37'24" WEST BEING A CURVE ON THE SOUTHEASTERLY RIGHT OF WAY OF ROUTE 11-SD-76 PER EASEMENT DEED TO STATE RECORDED ON OCTOBER 28, 1944 AS DOCUMENT NUMBER 80882 IN BOOK 1767, PAGE 151 OF OFFICIAL RECORDS IN SAID OFFICE OF RECORDS; THENCE CONTINUING SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 24°23'23", AN ARC DISTANCE OF 125.86 FEET; THENCE S33°59'13"W, 76.22 FEET TO THE **POINT OF BEGINNING**; THENCE (17) SOUTH 56°00'47" EAST, 12.00 FEET TO A LINE PARALLEL WITH AND 12 FEET SOUTHEASTERLY MEASURED AT RIGHT ANGLES FROM THE SOUTHEASTERLY RIGHT OF WAY OF ROUTE 11-SD-76; THENCE (18) ALONG SAID LINE SOUTH 33°59'13" WEST, 356.13 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHWESTERLY, HAVING A RADIUS OF 451.49 FEET; THENCE (19) SOUTHWESTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 16°55'02" AN ARC DISTANCE OF 133.31 FEET TO A POINT ON NON-TANGENT CURVE "(7)" ON THE HEREINABOVE

MENTIONED COURSE IN PARCEL 35395-1, SAID POINT HAVING A RADIAL BEARING OF SOUTH 46°55'19" EAST; THENCE (20) NORTHEASTERLY ALONG SAID CURVE THROUGH A CENTRAL ANGLE OF 09°05'27", AN ARC DISTANCE OF 95.20 FEET TO THE EXTENSION OF A COURSE ON THE SOUTHEASTERLY RIGHT OF WAY OF ROUTE 11-SD-76 SHOWN AS "N.33°37'E. 428.96' " PER SAID EASEMENT DEED TO STATE; THENCE (21) ALONG SAID RIGHT OF WAY AND SAID EXTENSION NORTH 33°59'13" EAST, 392.71 FEET TO THE **POINT OF BEGINNING**, BEING A POINT ON THE SOUTHEASTERLY RIGHT OF WAY OF ROUTE 11-SD-76 PER SAID EASEMENT DEED TO STATE.

RIGHTS TO THE ABOVE DESCRIBED TEMPORARY EASEMENT SHALL CEASE AND TERMINATE ON JANUARY 31, 2018. SAID RIGHTS MAY ALSO BE TERMINATED PRIOR TO THE ABOVE DATE BY STATE UPON NOTICE TO GRANTOR.

THE BEARINGS AND DISTANCES USED IN THE ABOVE DESCRIPTIONS ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 6, HPGN EPOCH 1991.35. DISTANCES ARE IN U.S. SURVEY FEET UNLESS OTHERWISE NOTED. DIVIDE ALL DISTANCES IN THE ABOVE DESCRIPTION BY 0.9999544 TO OBTAIN GROUND LEVEL DISTANCES.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.4d.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Jennifer S. Lowden, Chief
Division of Right of Way
and Land Surveys

Subject: **DIRECTOR'S DEEDS**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) authorize the execution of the Director's Deeds summarized below. The conveyance of excess State owned real property, including exchanges, is pursuant to Section 118 of the Streets and Highways Code.

The Director's Deeds included in this item involve an estimated current value of $2,269,200. The State will receive a return of $3,122,200 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached. The sale of these properties are considered Class 12 under California Environmental Quality Act guidelines, Section 15312, and are therefore categorically exempt.

ISSUE:

01-03-Sut-99 PM R19.10 — Sutter County
Disposal Unit #DD 034256-01-01 — 33.01 acres
Convey to: Bains Properties LP — $760,000 (Public Sale Estimate $442,000)
Sealed Bid. Selling price represents the highest bid received in a private sealed bid sale between two adjoining owners.

02-04-Ala-238 PM 12.7x — Hayward
Disposal Unit #DD 032597-01-01 — 0.32 acre
Convey to: Abhishek Gupta — $434,000 (Appraisal $374,000)
Public sale. Selling price represents the highest oral bid received at the first public sale. There were six bidders.

03-04-Ala-238 PM 13.2 Hayward
Disposal Unit #DD 032706-01-01 0.97 acre
Convey to: Avtar Singh and Meera Rani, Husband and Wife, as Joint Tenants
Jaspal Sandhu and Jasveer K. Sandhu, Husband and Wife, as Joint Tenants
$0.00 (Appraisal N/A)
Change in vesting. The Commission approved the public sale on October 21, 2015. The buyer subsequently requested a change in vesting.

04-04-Ala-238 PM 13.5 Hayward
Disposal Unit #DD 032784-01-01 0.17 acre
Convey to: County of Alameda, a political subdivision of the State of California, in its capacity as housing Successor under California Health and Safety Code Section 34176
$680,000 (Appraisal $680,000)
Direct sale at the appraised value to a government agency for the public use of affordable housing.

05-04-Ala-238 PM 12.6x Hayward
Disposal Unit #DD 036259-01-01 0.15 acre
Convey to: JPV Investments, LLC $460,000 (Public Sale Estimate $125,000)
Public sale. Selling price represents the highest bid received at the public sale. There were four active bidders.

06-04-Ala-238 PM 12.6x Hayward
Disposal Unit #DD 036273-01-01 0.15 acre
Convey to: Charles Paratore & Vivienne Paratore $409,000 (Public Sale Estimate $270,000)
Public sale. Selling price represents the highest oral bid received at the first public sale. There were eight bidders.

07-05-Mon-101 PM R96.5 Prunedale
Disposal Unit #DD 002850-01-01 3.15 acres
Convey to: Mark Jeffrey Swank, et al $335,700 (Appraisal $335,700)
Direct sale. Sale price represents the appraised value received from a residential tenant pursuant to Commission Resolution G98-22 paragraph 2.4.

08-05-Mon/SBt-101 PM 101.3/0.0 Aromas
Disposal Unit #DD 011292-01-01 1.18 acres
Convey to: Ballantree Homeowners Association $42,500 (Appraisal $42,500)
Direct sale. Sale price represents the appraised value received from an adjoining owner pursuant to CTC Resolution G98-22 paragraph 2.1B. A sale of the subject property to another party would deprive the adjoining owner of a vested right of access to the State highway and landlock the adjoining property.

09-06-Kin-198 PM 27.6/27.8 Kings County
Disposal Unit #DD 087375-01-01 0.32 acre
Convey to: Innovative Ag Properties, LLC $500 (Appraisal nominal)
Direct sale. Sale price represents the appraised value received from an adjoining owner. The highest and best use of the subject property is as joinder.

10-06-Kin-198 PM 28.2 Kings County
Disposal Unit #DD 087375-01-02 0.58 acre
Convey to: Eric G. Shuklian $500 (Appraisal nominal)
Direct sale. Sale price represents the appraised value received from an adjoining owner. The highest and best use of the subject property is as joinder.

Attachments

SUMMARY OF DIRECTOR'S DEEDS - 2.4d.(1)
PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - March 16-17, 2016

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	$ 442,000.00	$ 760,000.00	172%
04	2	3			5	$ 1,449,000.00	$ 1,983,000.00	137%
05	2				2	$ 378,200.00	$ 378,200.00	100%
06	2				2	Nominal	$ 1,000.00	
07								
08								
09								
10								
11								
12								
Total	6	4			10	$2,269,200.00	$3,122,200.00	138%

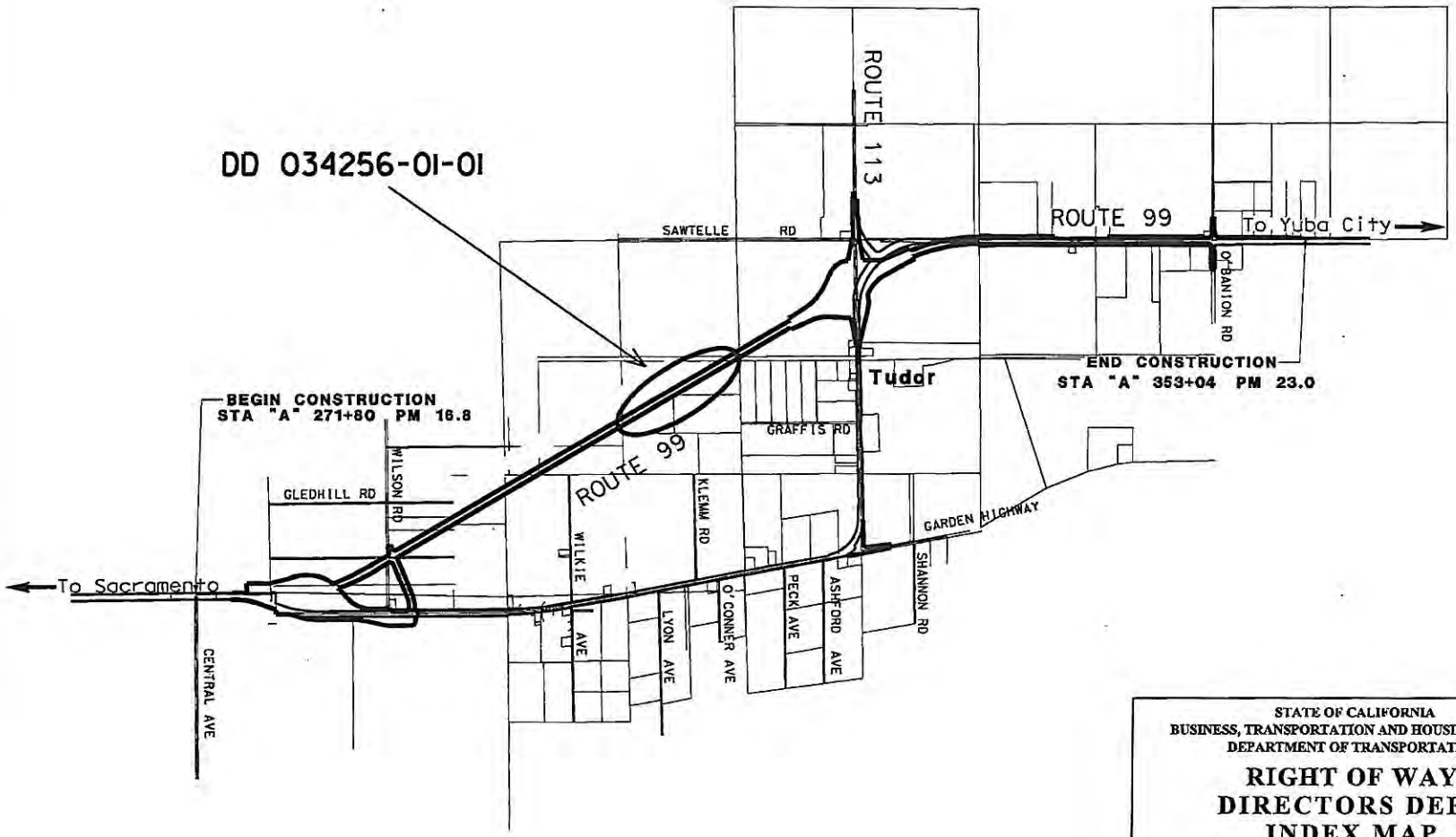
Table II - Analysis by Type of Sale

Type of Sale	# of Items	Current Estimated Value	Return From Sales	Recovery % % Return From Sales Current Value
Direct Sales	6	$1,058,200.00	$1,059,200.00	100%
Public Sales	4	$1,211,000.00	$2,063,000.00	170%
Non-Inventory				
Conveyances				
Sub-Total	10	$2,269,200.00	$3,122,200.00	138%
Other Funded				
Sales				
Total	10	$2,269,200.00	$3,122,200.00	138%

Attachment A

Caltrans Metric

EXHIBIT A



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

RIGHT OF WAY DIRECTORS DEED INDEX MAP

NOT TO SCALE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
03	SUT	99	R19.1	1	2

Attachment 1A

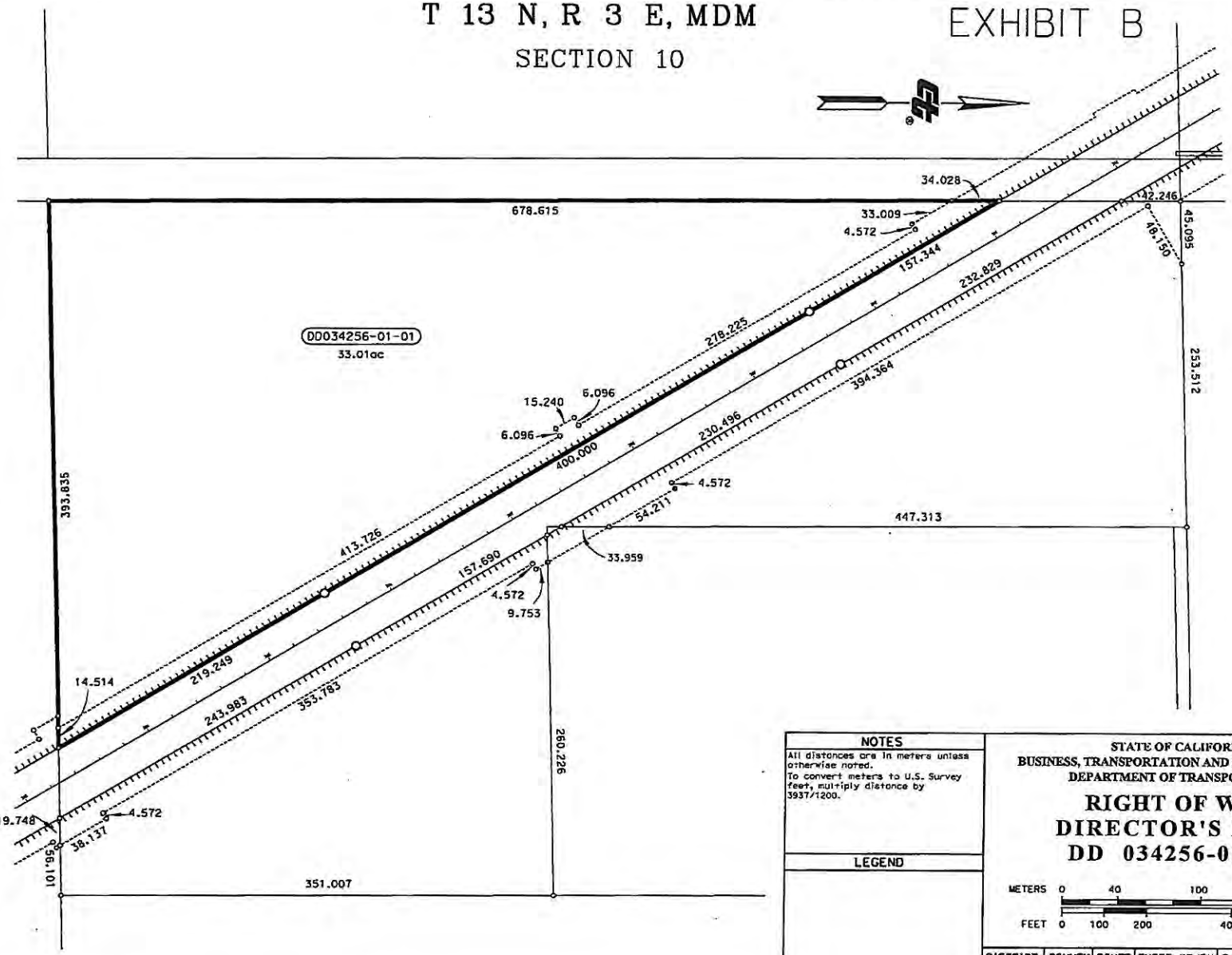
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

Caltrans Metric

T 13 N, R 3 E, MDM

SECTION 10

EXHIBIT B



NOTES
All distances are in meters unless otherwise noted. To convert meters to U.S. Survey feet, multiply distance by 3937/1200.

LEGEND

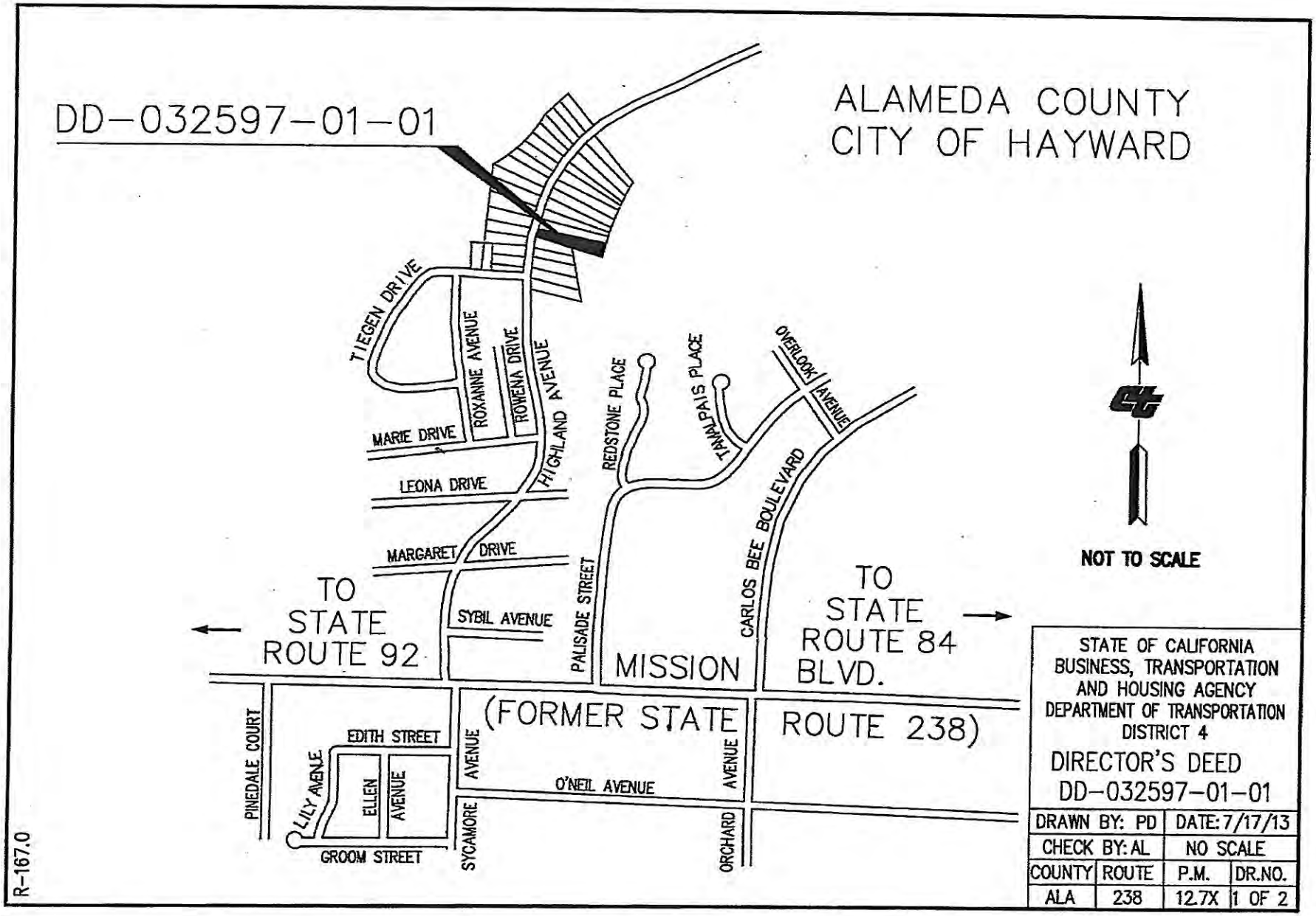
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD 034256-01-01

METERS 0 40 100 200
FEET 0 100 200 400 600

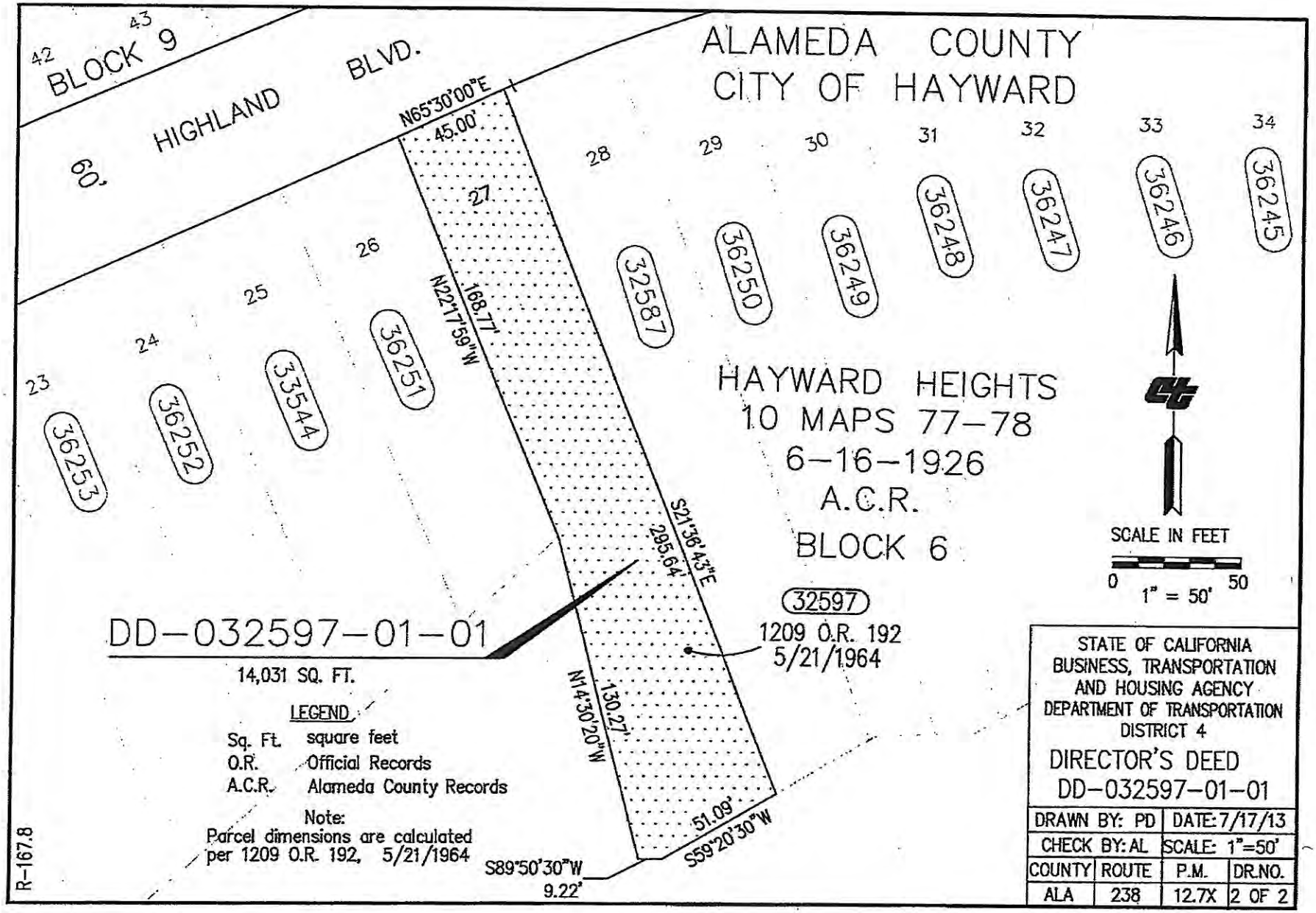
DISTRICT	COUNTY	ROUTE	SHEET KP/PM	SHEET NO.	TOTAL SHEETS
03	SUT	99	-/R19.10	2	2

Attachment 1B

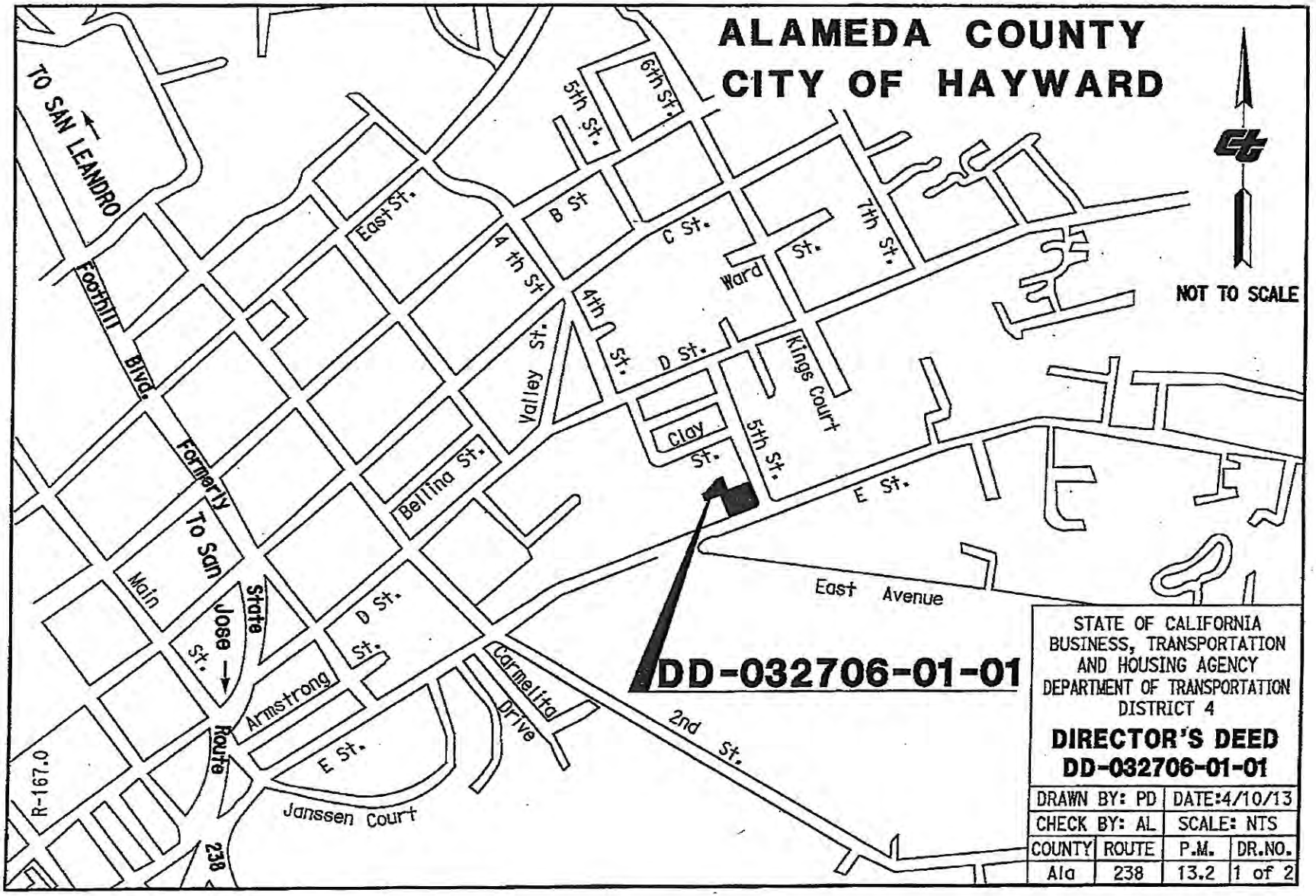


R-167.0

Attachment 2A

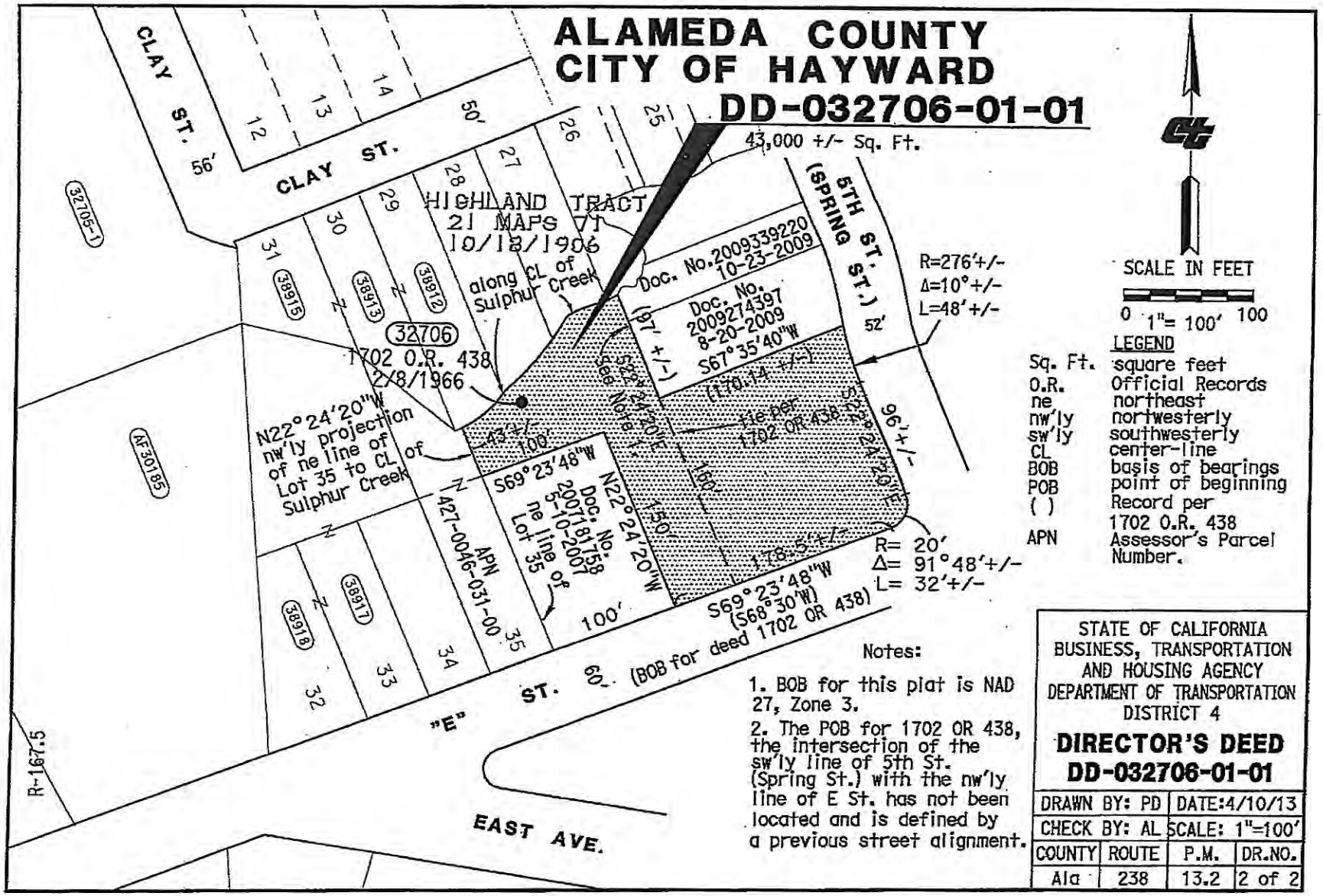


Attachment 2B



Attachment 3A

ALAMEDA COUNTY
CITY OF HAYWARD
DD-032706-01-01



LEGEND

Sq. Ft.	square feet
O.R.	Official Records
ne	northeast
nw'ly	northwesterly
sw'ly	southwesterly
CL	center-line
BOB	basis of bearings
POB	point of beginning
( )	Record per 1702 O.R. 438
APN	Assessor's Parcel Number.

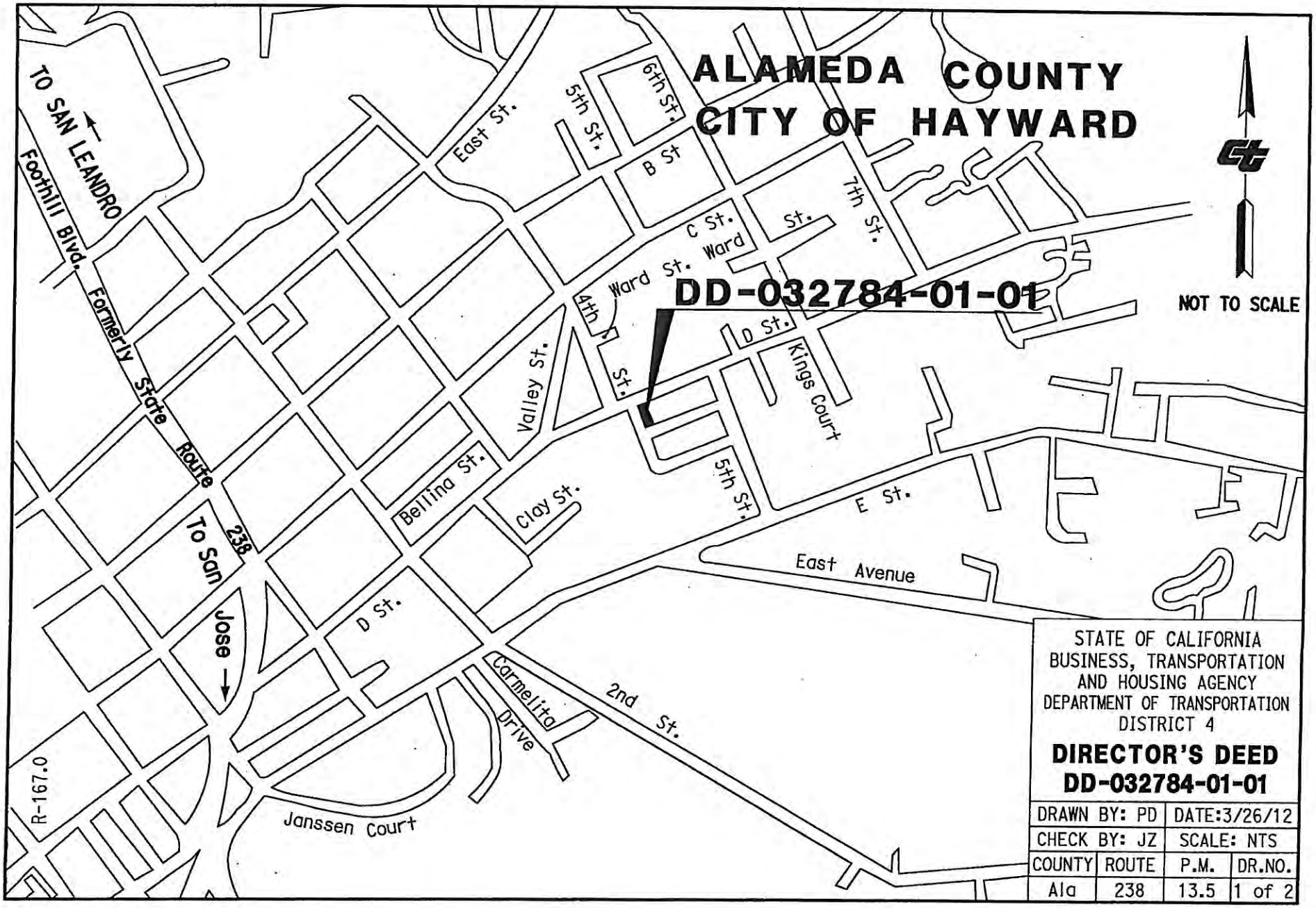
Notes:

1. BOB for this plat is NAD 27, Zone 3.
2. The POB for 1702 OR 438, the intersection of the sw'ly line of 5th St. (Spring St.) with the nw'ly line of E St. has not been located and is defined by a previous street alignment.

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-032706-01-01

DRAWN BY: PD		DATE:4/10/13	
CHECK BY: AL		SCALE: 1"=100'	
COUNTY	ROUTE	P.M.	DR.NO.
Ala	238	13.2	2 of 2



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

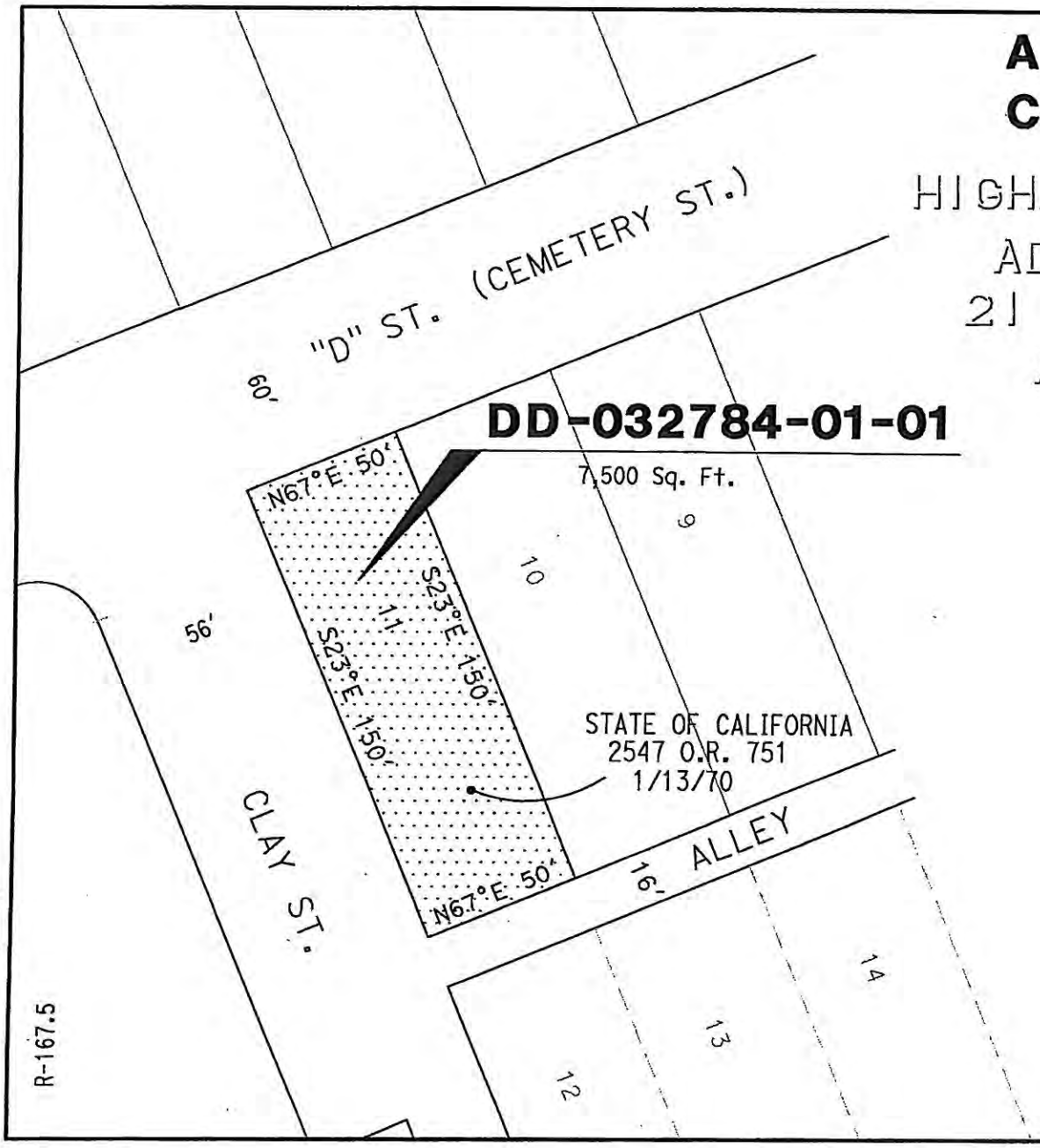
DIRECTOR'S DEED
DD-032784-01-01

DRAWN BY: PD		DATE:3/26/12	
CHECK BY: JZ		SCALE: NTS	
COUNTY	ROUTE	P.M.	DR.NO.
Ala	238	13.5	1 of 2

Attachment 4A

ALAMEDA COUNTY
CITY OF HAYWARD

HIGHLAND TRACT
ADDITION
21 MAPS 71
A.C.R.



SCALE IN FEET

0. 1"= 50' 50

LEGEND

Sq. Ft. square feet
O.R. Official Records
A.C.R. Alameda County Records

Note: Distances and bearings are record per 21 Maps 71

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-032784-01-01

DRAWN BY: PD		DATE:3/26/12	
CHECK BY: JZ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
Ala	238	13.5	2 of 2

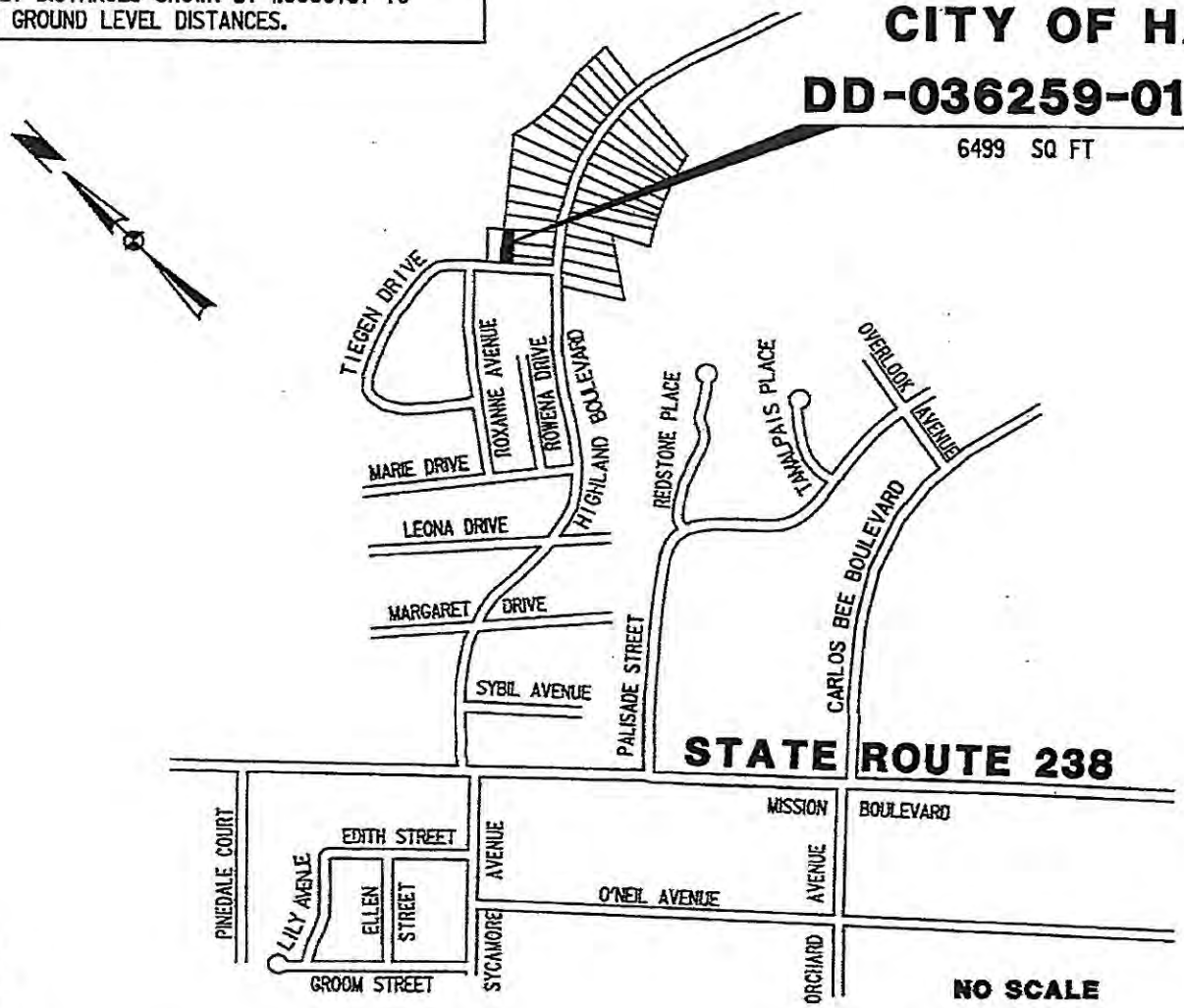
Attachment 4B

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD

DD-036259-01-01

6499 SQ FT



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036259-01-01

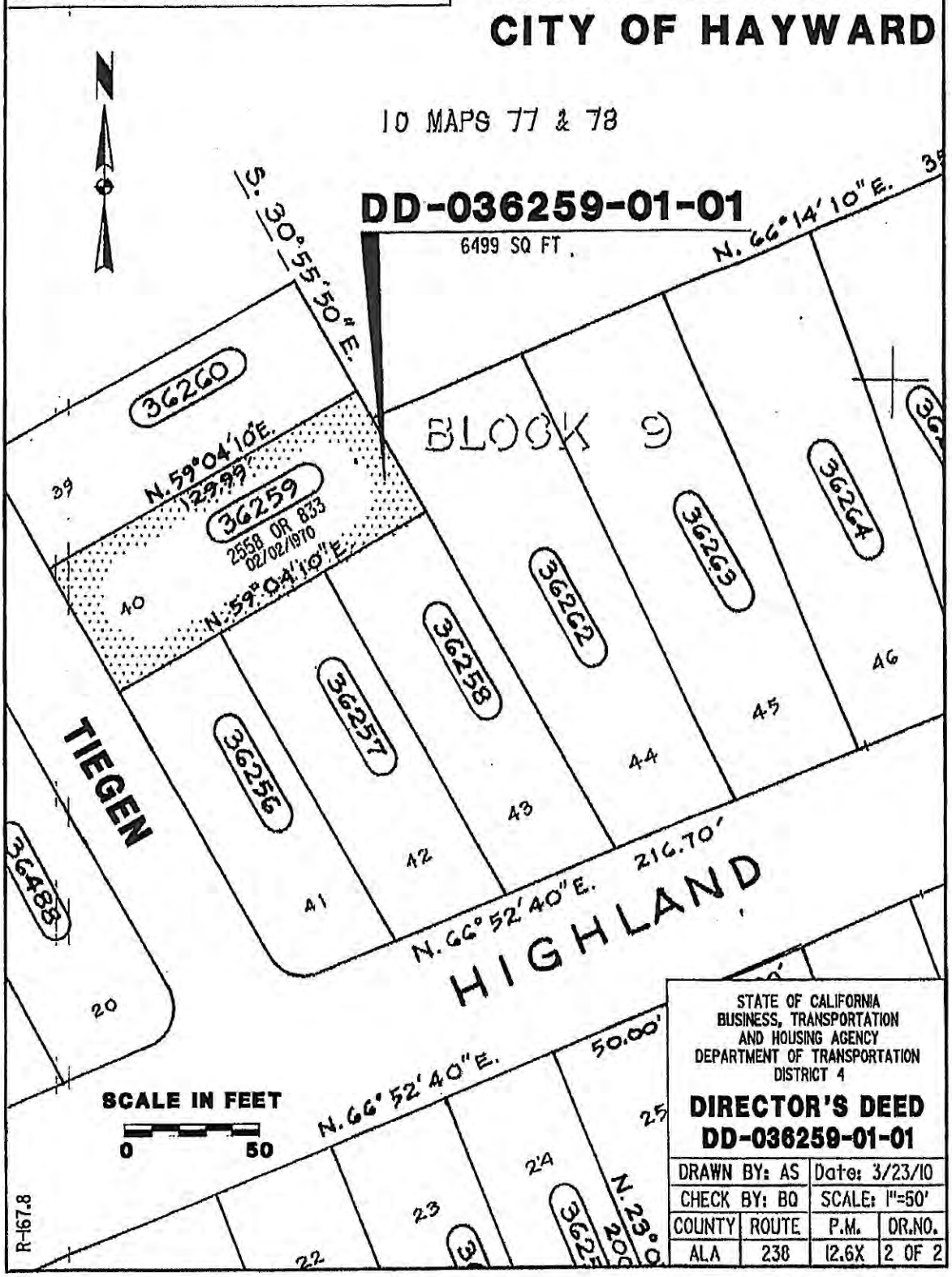
DRAWN BY: AS		DATE: 3/23/10	
CHECK BY: BO		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	1 OF 2

R-167.8

Attachment 5A

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

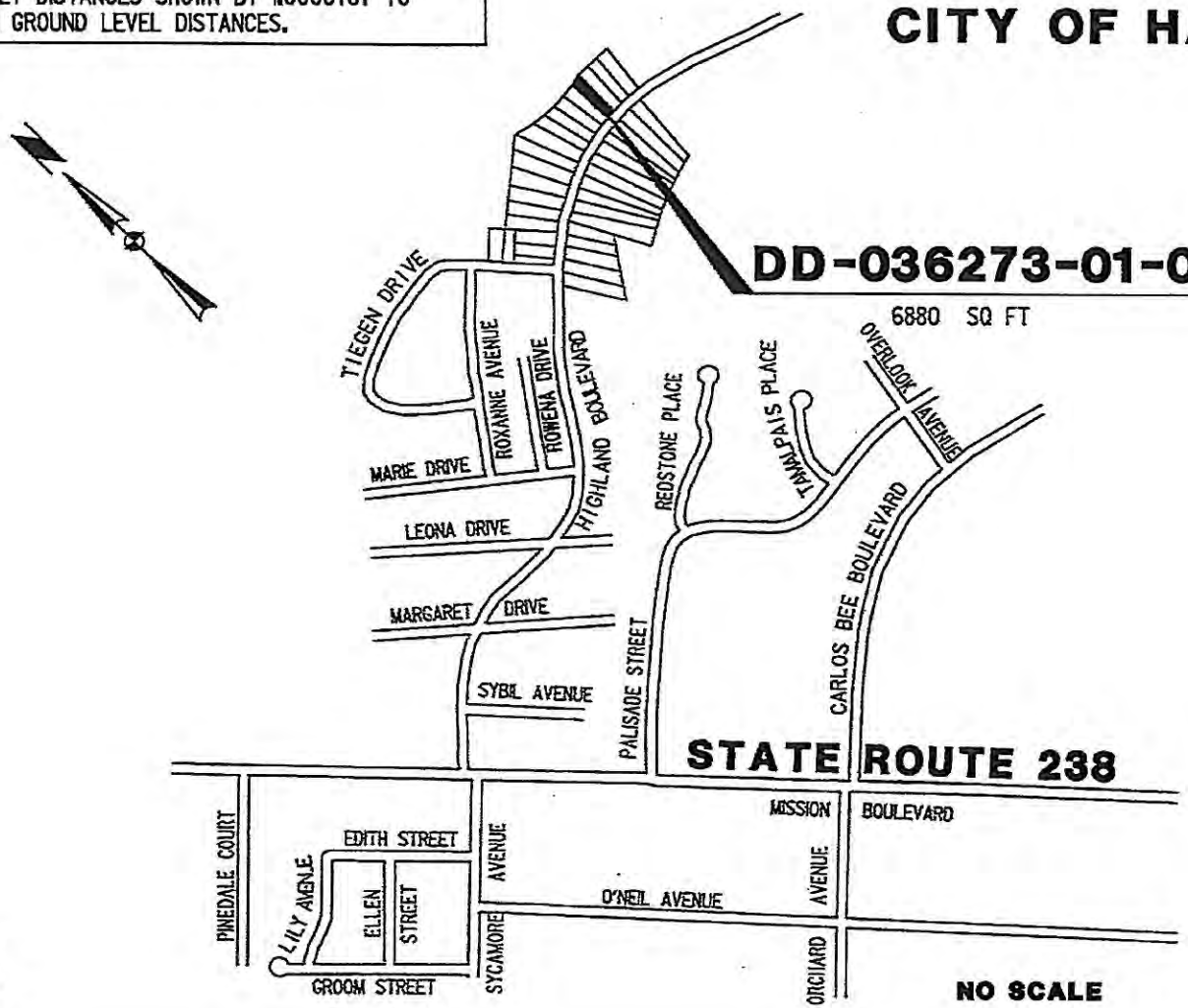
DIRECTOR'S DEED
DD-036259-01-01

DRAWN BY: AS		Date: 3/23/10	
CHECK BY: BQ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	2 OF 2

Attachment 5B

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036273-01-01

DRAWN BY: AS		DATE: 3/23/10	
CHECK BY: BQ		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	1 OF 2

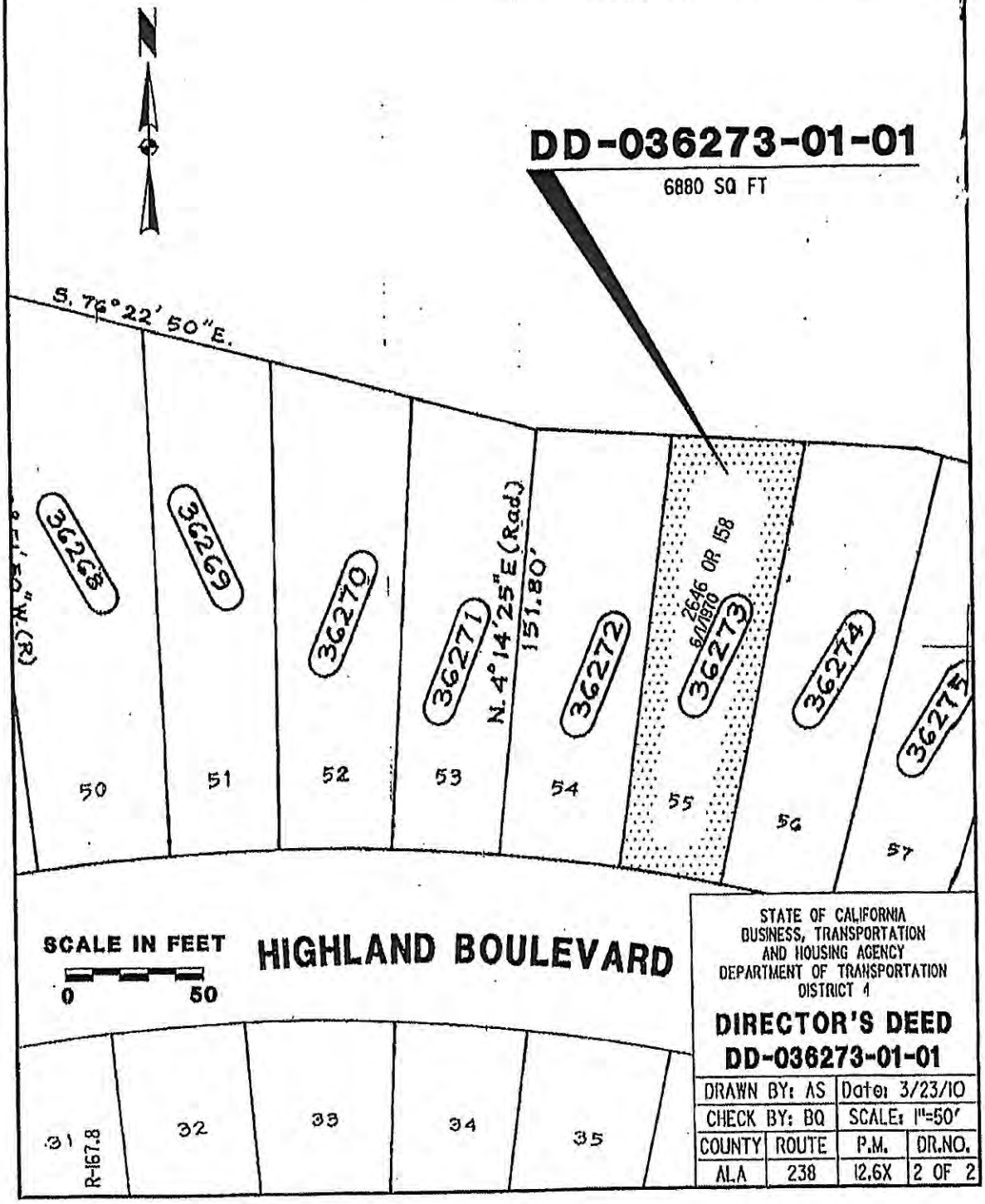
R-167.8

Attachment 6A

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD

10 MAPS 77 & 78

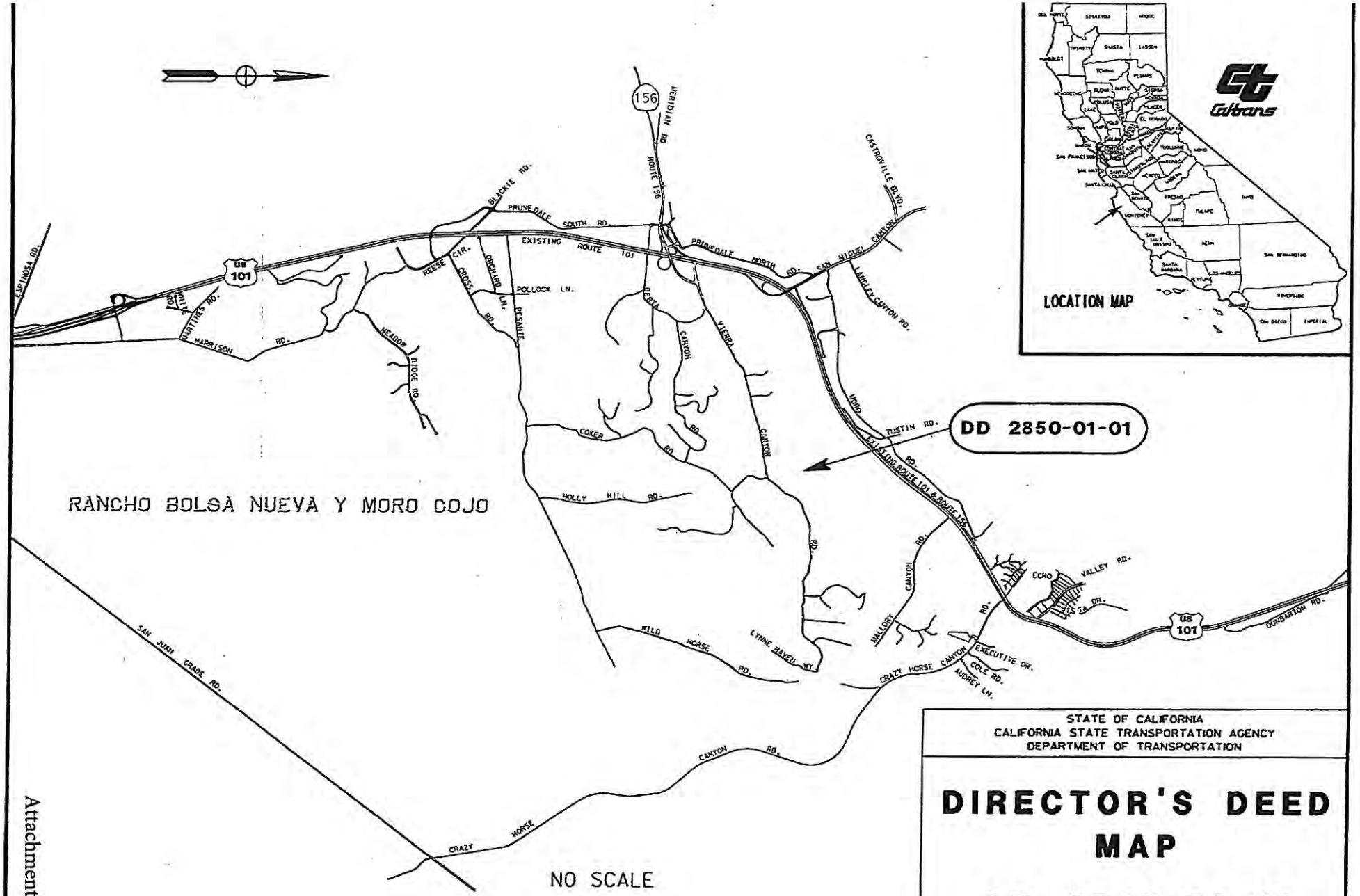


STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036273-01-01

DRAWN BY: AS		Date: 3/23/10	
CHECK BY: BQ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	2 OF 2

Attachment 6B



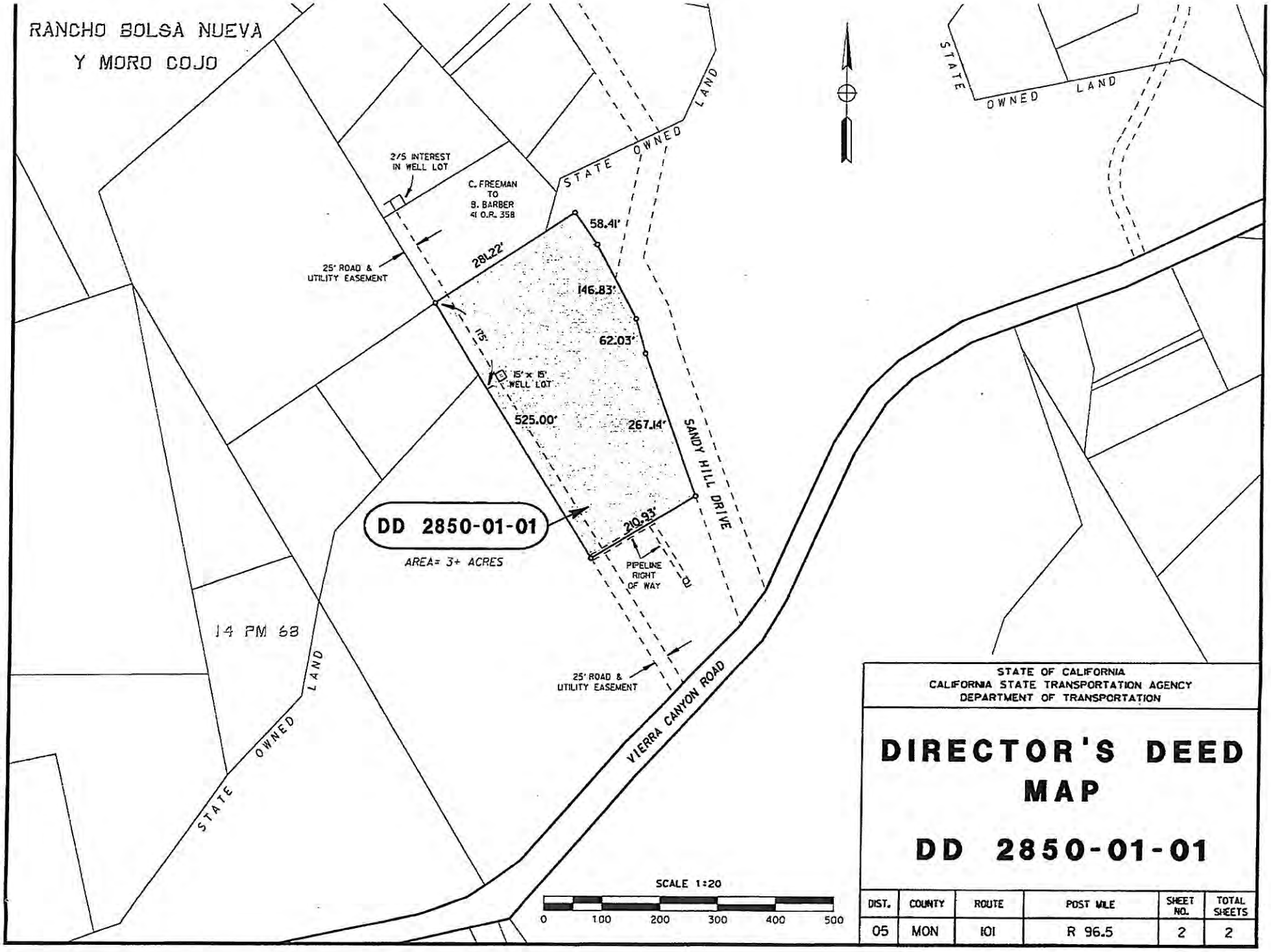
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED MAP

DD 2850-01-01

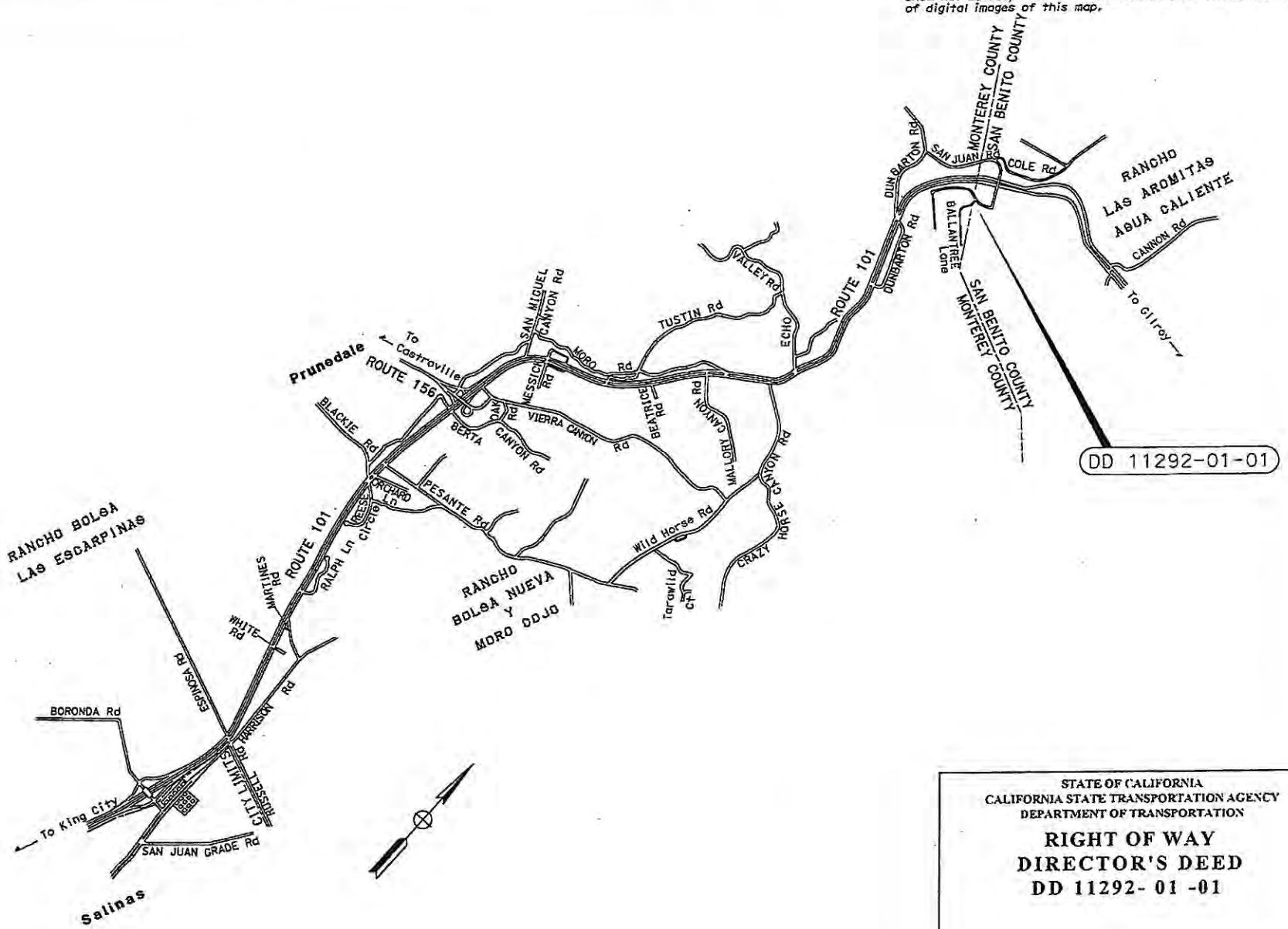
DIST.	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS
05	MON	101	R 96.5	1	2

Attachment 7A



Attachment 7B

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.

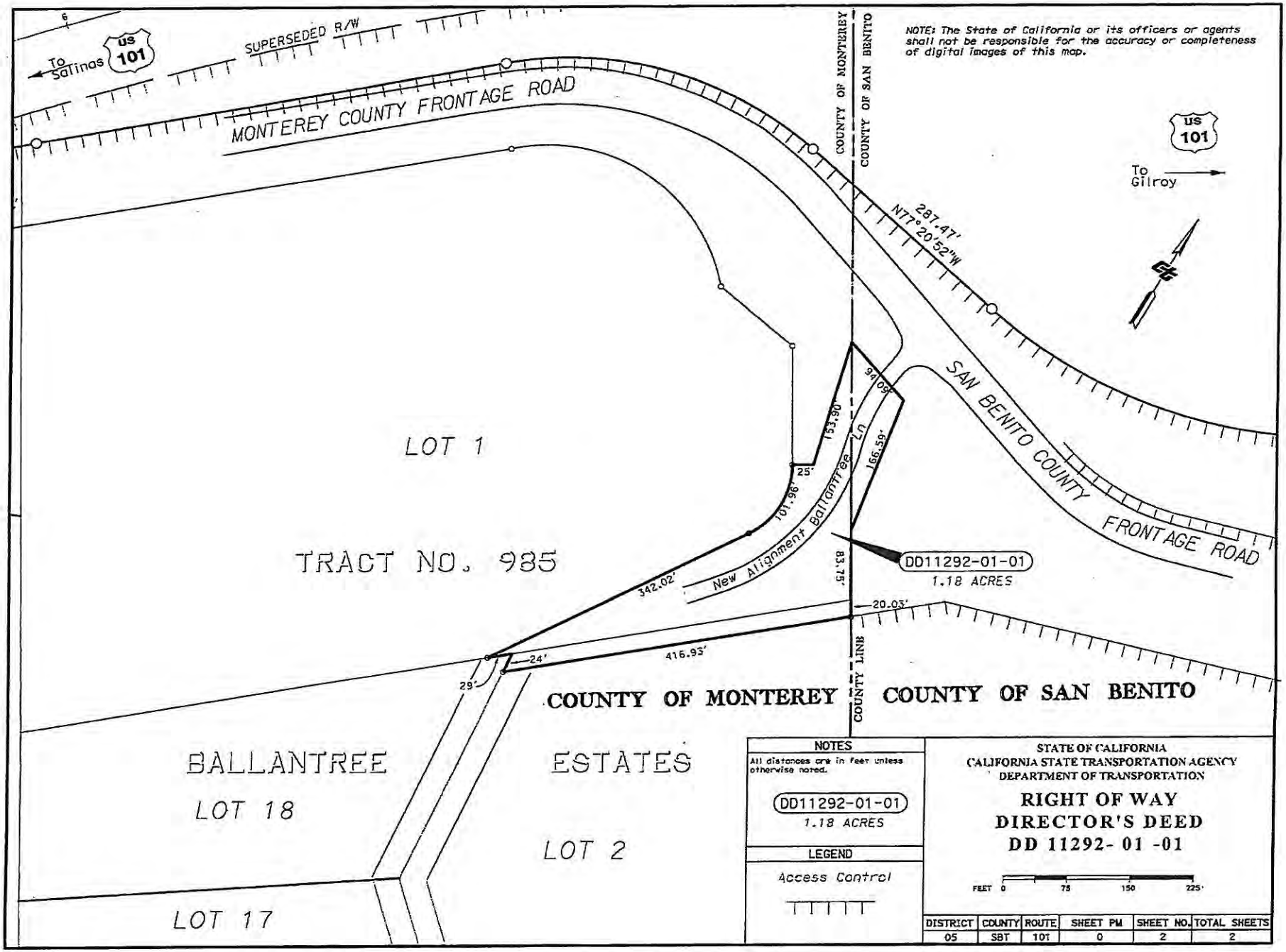


STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD 11292- 01 -01

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
05	SBT	101	0.0	1	2

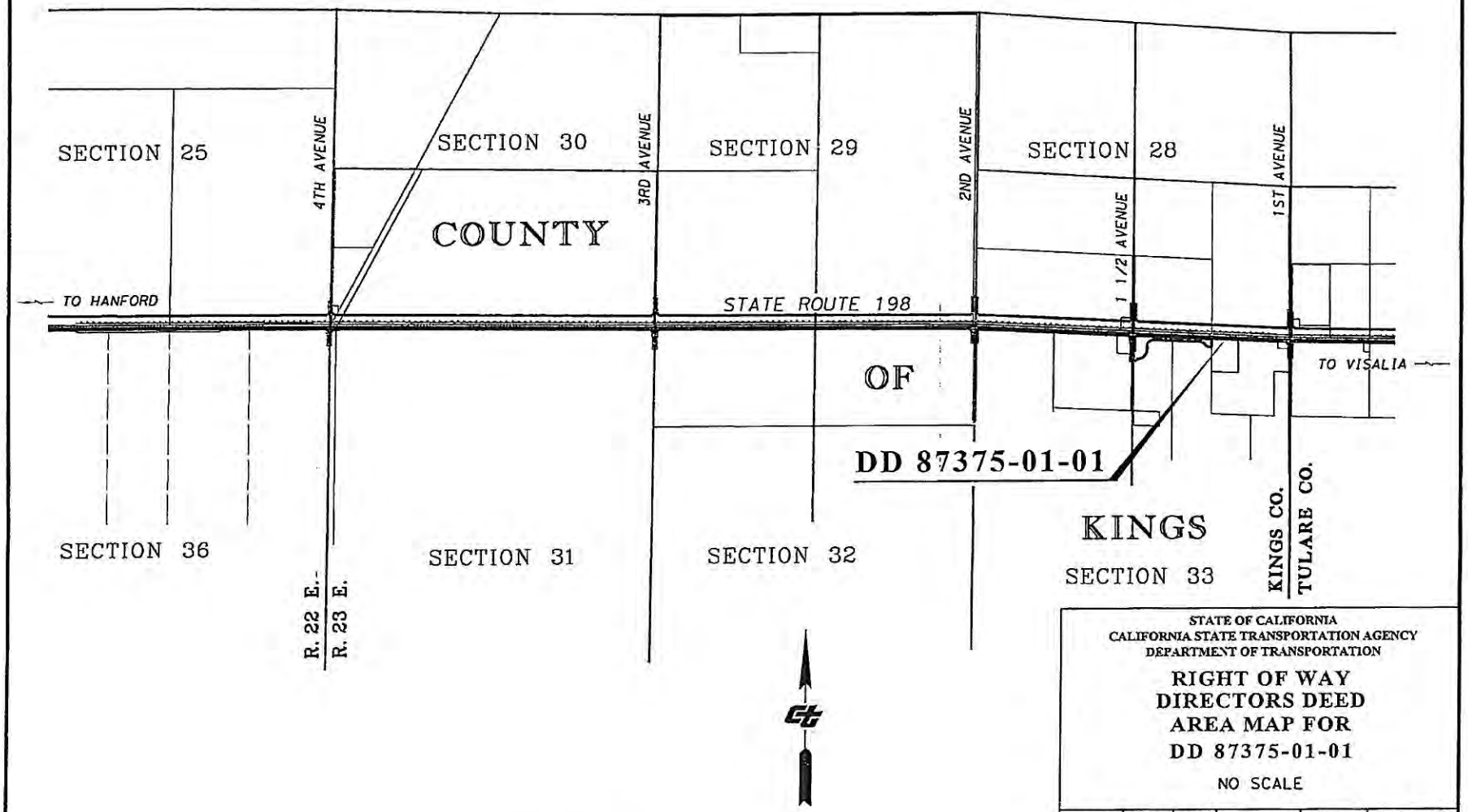
Attachment 8A



Attachment 8B

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.

T. 18 S., R. 23 E., M.D.M.



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTORS DEED AREA MAP FOR DD 87375-01-01

NO SCALE

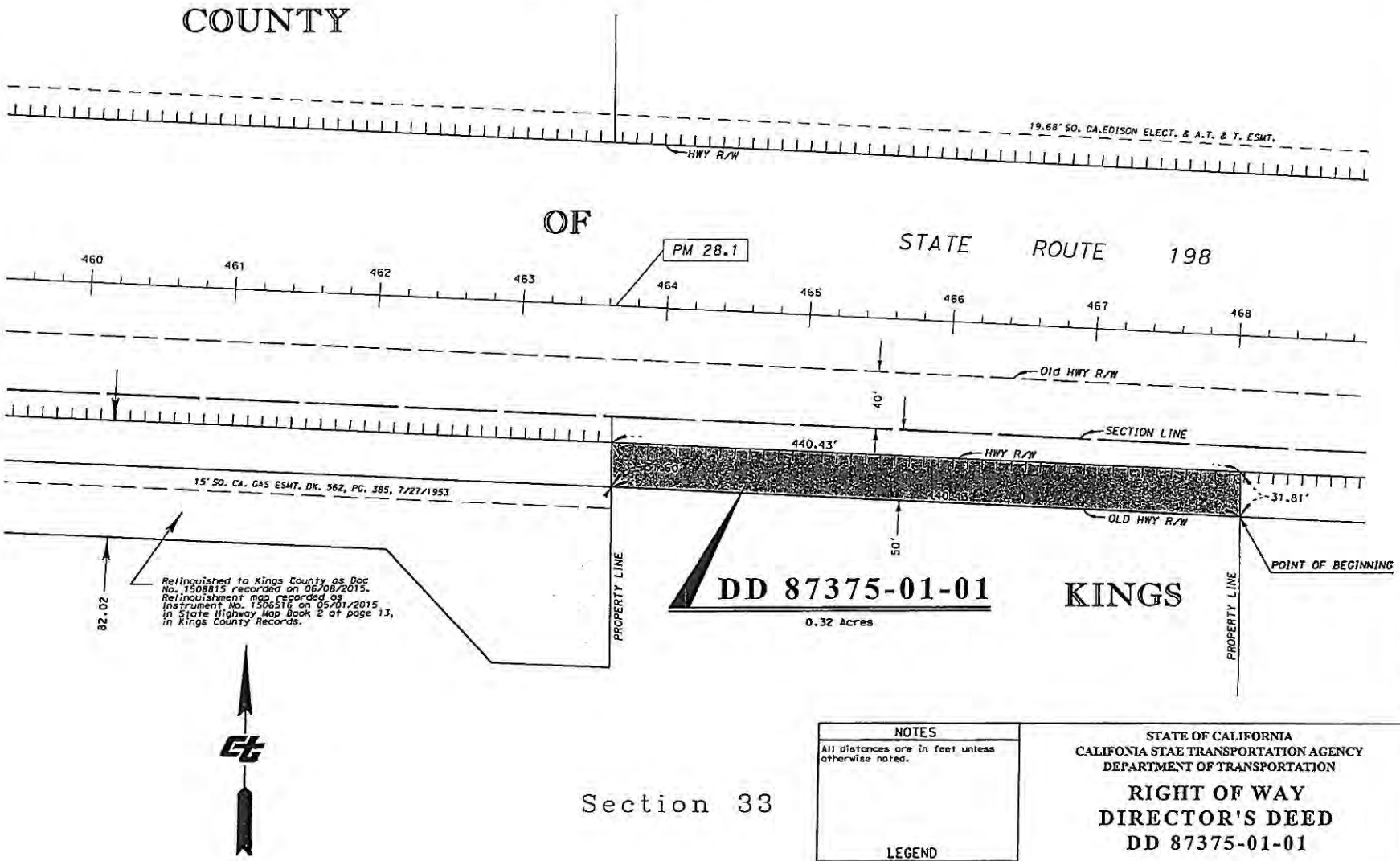
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	28.1	1	2

Attachment 9A

T.18 S., R.23 E., M.D.M.

Section 28

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.



NOTES

All distances are in feet unless otherwise noted.

LEGEND

Access Prohibited

Superseded HWY R/W

Director's Deed Area

STATE OF CALIFORNIA
CALIFONIA STAE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY
DIRECTOR'S DEED
DD 87375-01-01

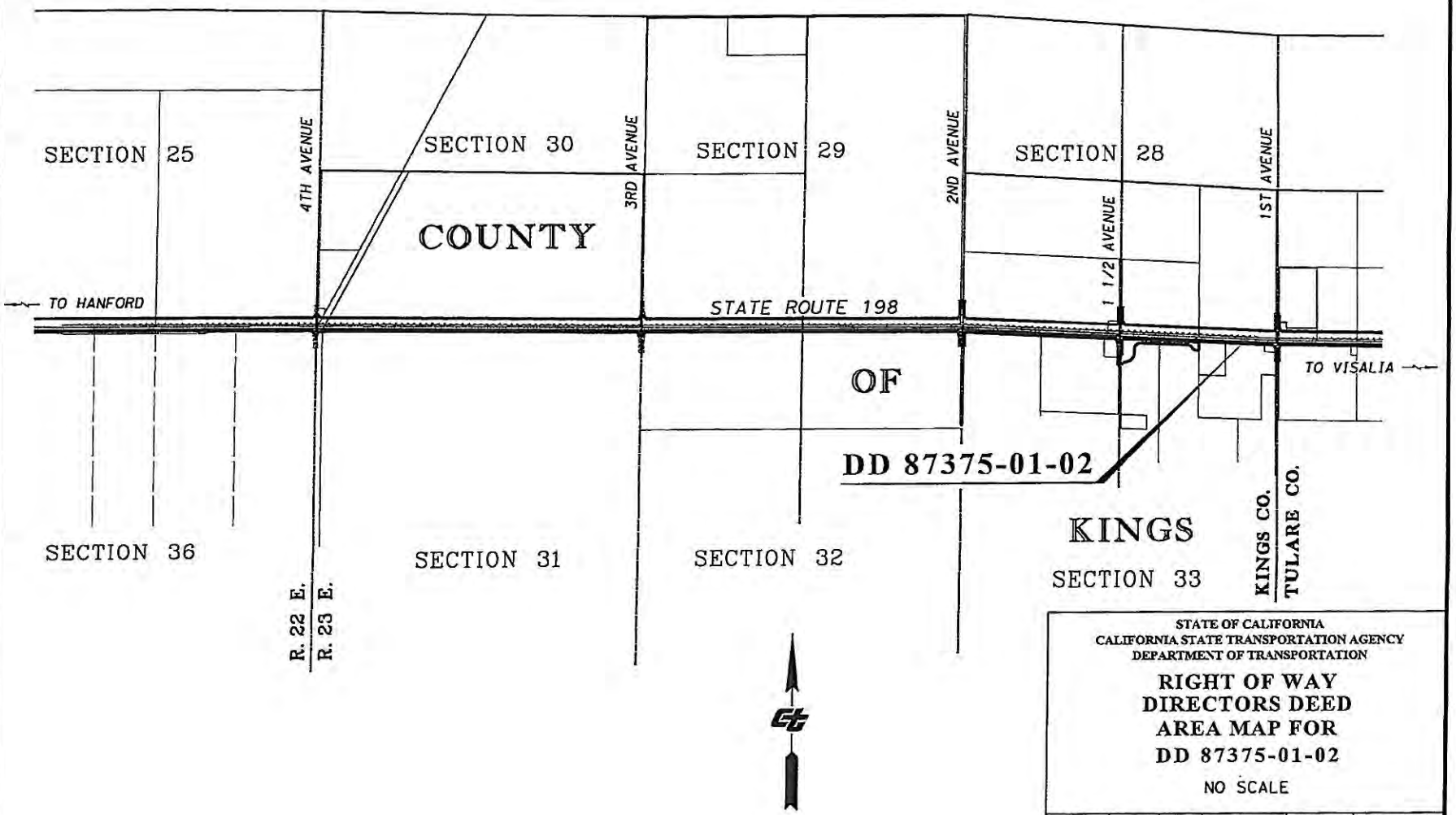
FEET 0 25 50 100 150

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	28.1	2	2

Attachment 9B

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.

T. 18 S., R. 23 E., M.D.M.



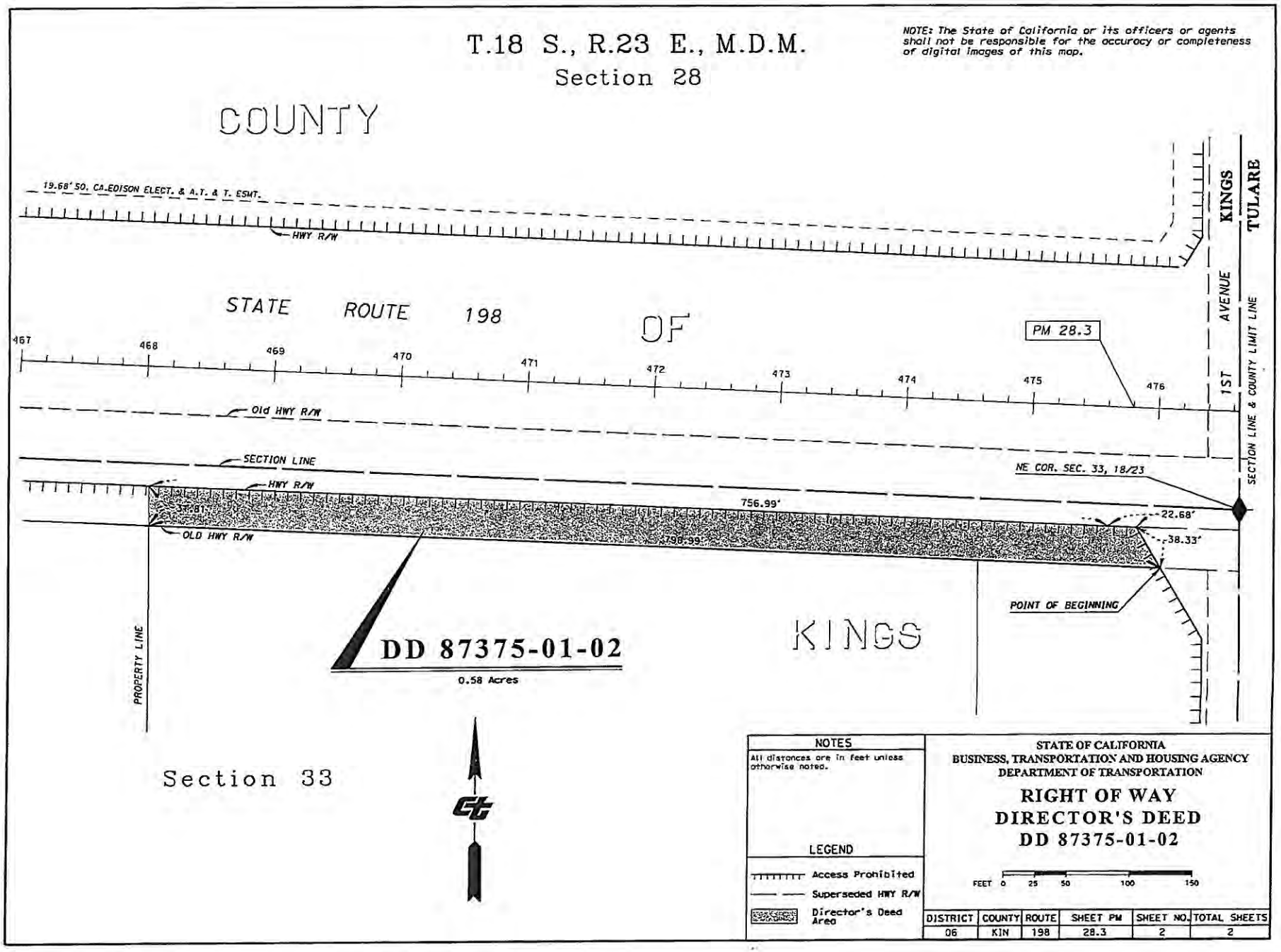
STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTORS DEED AREA MAP FOR DD 87375-01-02

NO SCALE

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
06	KIN	198	28.3	1	2

Attachment 10A



Attachment 10B

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 49

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.5g.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B LOCALLY ADMINISTERED STATE ROUTE 99 CORRIDOR BOND PROGRAM PROJECT ON THE STATE HIGHWAY SYSTEM RESOLUTION R99-AA-1516-01, AMENDING RESOLUTION R99-AA-1314-03**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution R99-AA-1314-03 to modify the funding plan, decreasing the construction capital by $300,000 and increasing the construction support $300,000 in Proposition 1B State Route 99 (SR99) Corridor bond funds from the Pelandale Avenue Interchange project (PPNO 9460) in Stanislaus County; there is no net change in the current allocation of $41,630,000.

BACKGROUND:

At its October 2013 meeting, the Commission approved Resolution R99-A-1314-01 allocating $43,800,000 in Proposition 1B SR99 Corridor bond funds to the city of Modesto for construction capital and construction support for the Pelandale Avenue Interchange project. The construction contract was awarded on March 12, 2014 with savings of $2,170,000. At the May 2014 meeting, the commission approved an allocation amendment to reflect the award savings for a total allocation of $41,630,000 for construction capital and support.

At the time of award the City of Modesto (City) identified construction support as $5,200,000. However, the project has experienced unforeseen conditions resulting in additional costs to the support budget. These unforeseen conditions were the discovery of hazardous material, a drought action plan requirement, review of contractor cost reduction measures as well as additional traffic control changes to coordinate with adjacent projects. In addition, the city has exerted additional effort to work with the contractor to resolve and implement construction cost saving alternatives. Therefore, the City is now requesting a $300,000 increase in construction support for a total of $5,500,000. The project is currently realizing construction capital savings, greater than the requested $300,000 increase in support.

The necessary changes are reflected in strikethrough and bold on the vote box on the following page.

RESOLUTION R99-AA-1516-01:

Be it Resolved, that $41,630,000 in Proposition 1B State Route 99 (SR99) Corridor bond funds (Budget Act Item 2660-304-6072) originally allocated under Resolution R99-A-1314-01 and amended under Resolution R99-AA-1314-03 for the Pelandale Avenue Interchange project (PPNO 9460) in Stanislaus County is hereby amended by reducing the original SR99 construction capital and increasing the construction support allocation to $5,500,000 in accordance with the vote box on the following page.

Attachment

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(2)	**Financial Allocation Amendment - Proposition 1B –Locally Administered Route 99 Projects on the State Highway System**		**Resolution R99-AA-1516-01** Amending Resolution R99-AA-1314-03	
1 $41,630,000 City of Modesto StanCOG Stanislaus 10-Sta-99 R21.0/R22.1	**Pelandale Avenue Interchange.** In Modesto and Salida, from 0.75 mile south of Pelandale Avenue to 0.35 mile north of Pelandale Avenue. Reconstruct the SR 99/Pelandale interchange and construct auxiliary lanes. (Future Consideration of Funding under Resolution E-12-60; August 2012.) (CONST allocation includes $~~5,200,000~~ **$5,500,000** for CON ENG.) Outcome/Output: Daily travel time savings = 6,595 hours. Peak period time savings = 79,140 minutes. **Amend Resolution R99-A-1314-03 to revise construction engineering by $300,000 to $5,500,000.**	10-9460 SR-99/13-14 CONST $41,630,000 1000000440 4CONL 47210	2012-13 304-6072 SR-99 20.20.722.000 2013-2014 304-6072 SR-99 20.20.722.000	$3,012,000 $38,618,000

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: March 16-17, 2016

Reference No.: 2.5g.(5)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B LOCALLY ADMINISTERED TRADE CORRIDOR IMPROVEMENT FUNDS PROJECT OFF THE STATE HIGHWAY SYSTEM**
RESOLUTION TCIF-AA-1516-06, AMENDING RESOLUTION TCIF-AA-1314-09

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution TCIF-AA-1314-09 to de-allocate an additional $1,385,000 in Proposition 1B Trade Corridor Improvement Funds (TCIF) for Project No. 63, Alameda Corridor East (ACE): Palm Avenue Railroad Grade Separation Project (PPNO 1134) in San Bernardino County, reducing the current TCIF allocation of $3,285,000 to $1,900,000, to reflect contract closeout savings.

BACKGROUND:

On March 5, 2013, the Commission allocated $4,560,000 in Proposition 1B TCIF funds under Resolution TCIF-A-1213-04 for Project No. 63, ACE: Palm Avenue Railroad Grade Separation Project. On January 29, 2014, the Commission decreased the original allocation of $4,560,000 by $1,275,000 to $3,285,000 in TCIF funds under Resolution TCIF-AA-1314-09 to reflect contract award savings. There is additional $1,385,000 in project savings since the contract has been completed. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that the amended allocation of $3,285,000 for the Proposition 1B Trade Corridor Improvement Funds (104-6056) currently allocated under Resolution TCIF-AA-1314-09 for ACE: Palm Avenue Railroad Grade Separation Project (PPNO 1134) in San Bernardino County, is hereby amended by an additional $1,385,000, reducing the TCIF financial allocation from $3,285,000 to $1,900,000, in accordance with the attached revised vote list.

Attachment

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5) Allocation Amendment - Proposition 1B – Locally Administered TCIF Projects off the State Highway System				**Resolution TCIF-AA-1516-06,** Amending Resolution TCIF-AA-1314-09
1 ~~$3,285,000~~ **$1,900,000** San Bernardino Associated Governments SANBAG 08-San Bernardino	**ACE: Palm Avenue Railroad Grade Separation.** Near the city of San Bernardino. Construct grade separation for BNSF/UPRR lines at Palm Avenue. (TCIF Project 63). (CEQA – NE, 07/18/2011.) (TCIF funds will be used for Construction Capital only.) (Contributions from other sources: ~~$9,264,000~~ **$9,579,000**.) Outcome/Output: This project will decrease traffic congestion and travel time to improve goods movement. The elimination of potential collision points will improve goods movement and provide greater driver safety and result in increased reliability, velocity, and throughput on the BNSF rail system. **Amend Resolution TCIF-AA-1314-09 to de-allocate additional $1,385,000 in TCIF Bond Program CONST to reflect contract savings.**	08-1134 TCIF/12-13 CONST ~~$3,285,000~~ **$1,900,000** 0800020276	2011-12 104-6056 TCIF 20.30.210.300	~~$3,285,000~~ **$1,900,000**

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 51

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.6g.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECTS**
RESOLUTION TIRCP-1516-06, AMENDING RESOLUTION TIRCP-1516-01

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a financial allocation amendment to Resolution TIRCP-1516-01, originally approved August 27, 2015.

BACKGROUND:

On August 27, 2015, the Commission approved Resolution TIRCP-1516-01 to allocate $41,181,000 from the Transit and Intercity Rail Program (TIRCP) to the Southern California Regional Rail Authority (SCRRA) to purchase nine fuel efficient, Tier IV EMD F-125 locomotives. Seven of the nine locomotives would be replacement locomotives to be placed into the existing fleet, serving stations and riders throughout the entire Metrolink system. The remaining two of the nine locomotives would add to SCRRA's fleet of 52 locomotives and enable expanded service on the Antelope Valley and Ventura lines.

Since the original allocation, substantial commitments from SCRRA's Member agencies and a Carl Moyer award from the South Coast Air Quality Management District (SCAQMD) became finalized that allow the locomotive option contract to fund a total of 20 locomotives, thus completing Metrolink's locomotive replacement program and allowing additional expansion service. The Carl Moyer award from SCAQMD was under final consideration at the time SCRRA submitted its application for TIRCP funding.

ISSUE:

In order for SCRRA to use Carl Moyer funds, a financial allocation amendment to Resolution TIRCP-1516-01 is needed to revise the project description from "Replace seven and purchase two additional locomotives to increase services on the Antelope and Ventura Lines" to Purchase nine locomotives that contribute to the purchase of 20 locomotives that complete Metrolink's locomotive replacement program and expand service with three locomotives. The replacement units will be

used throughout the system to provide current service levels. As described in the original grant request, two of the expansion units will provide expanded service on the Antelope Valley and Ventura County commuter rail lines. The third expansion locomotive will be needed to accommodate system-wide Metrolink growth and may be assigned to a specific, new service route(s) in the future.

The amendment will enable SCRRA to maximize the use of all its grant funds toward the procurement of 20 new Tier IV locomotives. Local funds will be applied to all 20 locomotives. With TIRCP funds matching increased funding from other partners, the greenhouse gas reductions for the entire procurement of 20 locomotives is anticipated to be greater than original grant request.

The California State Transportation Agency concurs with this revision to the project description. There is no change to the overall total allocation. The required changes are reflected in strikethrough and bold on the attached document.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6g.(2)	**Allocation Amendment - Transit and Intercity Rail Capital Program Project**			**Resolution TIRCP-1516-06,** Amending Resolution TIRCP-1516-01
1 $41,181,000 Southern California Regional Rail Authority LACMTA 07-Los Angeles	**Purchase Nine Fuel Efficient, Tier IV EMD Locomotives**. ~~Replace seven and purchase two additional locomotives to increase service on the Antelope Valley and Ventura lines.~~ **Purchase nine locomotives that contribute to the purchase of 20 locomotives that complete Metrolink's locomotive replacement program and expand service with three locomotives.** (CEQA - CE, 15260.) (Change to Program Code made via the Change List for the August 2015 CTC Meeting.) **The California State Transportation Agency concurs with this revision to the project description. There is no change to the overall allocation.** Outcome/Output: Increase ridership and reduces GHG emissions, in addition to benefiting disadvantaged communities throughout the service area. **CONTINGENT ON APPROVED EXECUTIVE AGREEMENT WITH CALIFORNIA STATE TRANSPORTATION AGENCY.**	07-CP002 TIRCP/ CONST $41,181,000 0016000009 S R341GA	2015-16 302-0042R SHA 30.10.070.000	$41,181,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 52

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16–17, 2016

Reference No.: 2.7b.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED CALIFORNIA AID TO AIRPORTS PROGRAM FOR ACQUISITION AND DEVELOPMENT PROJECTS RESOLUTION FDOAS–2015–01**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate $49,000 in the California Aid to Airports Program (CAAP) for Acquisition and Development (A&D) funding for the project located in Riverside County (County) for the Runway Paving and Grading for the Chiriaco Summit County Airport (Riv-4-14-1), as identified below.

ISSUE:

Additional funds are needed for the previously voted CAAP project in order to complete this project. The previous allocation for this project was $430,000. However, this will not be sufficient funding to cover the full cost of the project. Additional supplemental funds of $49,000 for Riverside County will allow for the completion of the project as programmed.

RESOLUTION:

Resolved, that $49,000 be allocated to provide additional funds for the project identified below.

Project	Project Number	Original Allocated Amount	Allocation Adjustment	Revised Allocation	% Increase Above Current Allocation
1	Riv-4-14-1	$430,000	$49,000	$479,000	11.4%

Project Allocation Amount Recipient County	Location Project Description Project Number	Program/Year Fund Code Program Code	Current State Amount by Fund Type	Additional State Amount by Fund Type	Revised State Amount by Fund Type
2.7b.	**Supplemental Financial Allocation for California Aid to Airport Program (CAAP) for Acquisition and Development (A&D) Projects**			**Resolution FDOAS-2015-01**	
1 $49,000 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		$430,000
	Supplemental Funds needed to complete the project. Total Revised Amount: $479,000.	2015-16 602-0041 10.10.020.200		$49,000	$49,000

PROJECT DESCRIPTIONS:

The Chiriaco Summit Airport Project will involve design and construction for paving and grading of the airport runway.

FUNDING STATUS:

On June 25, 2015, the Commission allocated $430,000 in CAAP A&D funding to Riverside County for the Chiriaco Summit Airport Project. However, the allocated amount is not sufficient and the County needs an additional $49,000 to complete the project.

REASONS FOR COST INCREASE:

Subsequent to the Commission allocation, the consultant's final project cost estimate exceeded the original estimate by $49,000. The cost of design and preparation of the Plans, Specifications and Estimates, as well as materials, were more than originally estimated in 2012 when the project was adopted into the program. The additional funds of $49,000 will come from savings from the withdrawal of a grant that had been previously allocated to the County of Kern for the Wasco Airport.

The importance of funding this improvement project for the County is due to the fact that Pavement Maintenance projects are ranked 1 in the Capital Improvement Plan priority ranking matrix.

FUNDING OPTIONS:

OPTION A: Approve this request for $49,000 and allow the County to complete this project.

OPTION B: Deny this request and the County will not be able to complete this safety project.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 53

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16–17, 2016

Reference No.: 2.7c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY–ADMINISTERED AERONAUTICS PROJECTS AT PUBLIC-USE AIRPORTS RESOLUTION FDOA–2015-07, AMENDING RESOLUTION FDOA–2014–07**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend Resolution FDOA–2014–07 to de-allocate a total of $7,054 in California Aid to Airports Program (CAAP) for Acquisition and Development (A&D) funds from the Calaveras County Airport–Replace Rotating Beacon Project (Cal–1–14–2) located in Calaveras County, thereby reducing the CAAP A&D amount of $20,000 to $12,946, to reflect award savings.

BACKGROUND:

At its March 2015 meeting, the Commission approved Resolution FDOA–2014–07 for the Calaveras County Airport, Replace Rotating Beacon Project (Cal–1–14–2). The project has an award savings of $7,054. The necessary changes are reflected in strikethrough and bold on the attached revised vote box.

RESOLUTION:

Be it Resolved, that $20,000 in CAAP for A&D funds, originally allocated under Resolution FDOA–2014–07 for the Calaveras County Airport–Replace Rotating Beacon Project (Cal–1–14–2) located in Calaveras County is hereby amended by $7,054, thereby reducing the original CAAP A&D amount to $12,946, in accordance with the attached revised vote box.

Attachment

2.7 Aeronautic Financial Matters

Project # Allocation Amount Recipient County	Location Project Description Project Number	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.7c. Financial Allocation Amendment: Aeronautics Program		**Resolution FDOA-2015-07** Amending Resolution FDOA-2014-07	
1 ~~$20,000~~ $12,946 County of Calaveras Calaveras	Calaveras County Airport Replace Rotating Beacon Cal-1-14-2 **Amend Resolution FDOA–2014–07 to de-allocate $7,054 to reflect project savings at award.**	2014–15 602-0041 10.10.020.200	~~$20,000~~ $12,946

2.7 Aeronautic Financial Matters

Project # Allocation Amount Recipient County	Location Project Description Project Number	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.7c. Financial Allocation Amendment: Aeronautics Program		**Resolution FDOA-2015-07** Amending Resolution FDOA-2014-07	
1 ~~$20,000~~ $12,946 County of Calaveras Calaveras	Calaveras County Airport Replace Rotating Beacon Cal-1-14-2 **Amend Resolution FDOA–2014–07 to de-allocate $7,054 to reflect project savings at award.**	2014-15 602-0041 10.10.020.200	~~$20,000~~ $12,946

State of California
DEPARTMENT OF TRANSPORTATION

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Tab 54

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISION

CTC Meeting: March 16–17, 2016

Reference No.: 2.9
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **TECHNICAL CORRECTIONS TO PREVIOUSLY APPROVED RESOLUTIONS**

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) approve technical correction to Resolutions FDOA-2015-01, FDOA-2015-02 and FDOA-2015-03, originally approved on December 19, 2015.

ISSUE:

At its December 2015 meeting, the Commission approved Resolutions FDOA-2015-01, FDOA-2015-02 and FDOA-2015-03 which de-allocated a total of $196,000 for three California Aid to Airports Program Acquisition and Development projects at the Ravendale Airport in Lassen County.

Technical corrections are need to correct the resolution numbers originally assigned to each project as they were assigned incorrectly. The resolution numbers for the projects should be as follows:

Project 1 (LAS-4-10-1) from FDOA-2015-01 to FDOA-2015-03
Project 2 (LAS-4-11-1) from FDOA-2015-02 to FDOA-2015-04
Project 3 (LAS-4-14-1) from FDOA-2015-03 to FDOA-2015-05

In addition, for Project 3, revisions are need to correct the Project ID from “LAS-4-10-1” to “LAS-4-14-1” and to correct the Project Description from “Widen Runway, Taxiway Rehabilitation and Restripe Pavement” to “Overlay Runway and Tiedown Area”.

The required changes are reflected in strikethrough and bold on the attached Book Item Memorandum and revised vote box attachment

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISION

CTC Meeting: December 9–10, 2016

Reference No.: 2.7c.(1)–2.7c.(3)
Action Item
Technically corrected
March 16–17, 2016

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION AMENDMENTS FOR LOCALLY – ADMINISTERED AERONAUTICS PROJECTS AT PUBLIC USE AIRPORTS**

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) approve the following:

Project	Resolution FDOA	Amending FDOA	Current Allocation	Cost Saving	Revised Allocation
Ravendale Airport Widen Runway, Taxiway Rehabilitation and Restripe Pavement	~~2015–01~~ **2015–03**	2010–02	351,000	45,000	306,000
Ravendale Airport Overlay Runway and Tiedown Area	~~2015–02~~ **2015–04**	2011–05	99,000	39,000	60,000
Ravendale Airport ~~Widen Runway, Taxiway~~ ~~Rehabilitation and Restripe Pavement~~ **Overlay Runway and Tiedown Area**	~~2015–03~~ **2015–05**	2014–08	306,000	122,000	184,000

ISSUE:

The California Aid to Airports Program (CAAP) for Acquisition and Development Projects listed above have each been awarded with cost savings. The implementing agency for these projects are now requesting that the Commission reduce the currently allocated Locally Administered Aeronautics Projects at Public Use Airports.

The proposed changes are reflected in strikethrough and bold in accordance with the attached revised vote boxes.

Be it Resolved, that the CAAP funds currently allocated for each project is hereby amended by its award cost savings, in accordance with the attached revised vote boxes.

Project # Allocation Amount Recipient County	Location Project Description Project Number	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.7c.(1) Financial Allocation Amendment: Aeronautics Program		~~Resolution FDOA-2015-01~~ **Resolution FDOA-2015-03** Amending Resolution FDOA-2010-02	
1 ~~$351,000~~ $306,000 County of Lassen Lassen	Ravendale Airport Widen Runway, Taxiway Rehabilitation and Restripe Pavement LAS-4-10-1 Amend Resolution FDOA–2010–02 to de-allocate $45,000 to reflect project savings at award.	2010-11 602-0041 10.10.020.200	~~$351,000~~ $306,000
2.7c.(2) Financial Allocation Amendment: Aeronautics Program		~~Resolution FDOA-2015-02~~ **Resolution FDOA-2015-04** Amending Resolution FDOA-2011-05	
1 ~~$99,000~~ $60,000 County of Lassen Lassen	Ravendale Airport Overlay Runway and Tiedown Area LAS-4-11-1 Amend Resolution FDOA–2011–05 to de-allocate $39,000 to reflect project savings at award.	2011-12 602-0041 10.10.020.200	~~$99,000~~ $60,000
2.7c.(3) Financial Allocation Amendment: Aeronautics Program		~~Resolution FDOA-2015-03~~ **Resolution FDOA-2015-05** Amending Resolution FDOA-2014-08	
1 ~~$306,000~~ $184,000 County of Lassen Lassen	Ravendale Airport ~~Widen Runway, Taxiway Rehabilitation and Restripe Pavement~~ ~~LAS-4-10-1~~ **Overlay Runway and Tiedown Area** **LAS -4-14-1** Amend Resolution FDOA–2014–08 to de-allocate $122,000 to reflect project savings at award.	2014-15 602-0041 10.10.020.200	~~$306,000~~ $184,000

M e m o r a n d u m

Tab 55

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

Reference No.: 4.12
Action

From: WILL KEMPTON
Executive Director

Subject: **ADOPTION OF THE FISCAL YEAR 2014-15 ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM RESOLUTION G-16-11**

ISSUE

The California Natural Resources Agency (Resources Agency) requests the California Transportation Commission (Commission) approve the Fiscal Year (FY) 2014-15 Environmental Enhancement and Mitigation (EEM) Program.

RECOMMENDATION

Staff recommends that the Commission approve the FY 2014-15 EEM Program that includes 21 projects on the Recommended for Funding List and four projects in the Substitution List.

BACKGROUND

Section 164.56 of the Streets and Highway Code specifies that the Commission shall annually award grants to fund proposals that are included on a list prepared by the Resources Agency.

The Resources Agency has developed procedures and criteria to evaluate and rank each grant proposal. Any local, state or federal agency or nonprofit entity may apply for and receive grants to undertake environmental enhancement and mitigation projects that are directly or indirectly related to the environmental impact of modifying existing transportation facilities or for the design, construction or expansion of new transportation facilities.

Projects eligible for funding include, but are not limited to the following:

- Urban Forestry - projects designed to offset vehicular emissions of carbon dioxide.
- Resource Lands - projects for acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within the right-of-way acquired for proposed transportation improvements.
- Mitigation Projects Beyond the Scope of the Lead Agency - projects to mitigate the impact of proposed transportation facilities or to enhance the environment, where the ability to effectuate the mitigation or enhancement measures is beyond the scope of the lead agency responsible for assessing the environmental impact of the proposed transportation improvement.

The Resources Agency reviewed 39 grant applications and recommended funding for 10 projects in Northern California totaling $3,890,324 and 11 projects in Southern California totaling $4,370,547 for a FY 2014-15 EEM Program total of $8,260,871 to 21 projects.

The Resources Agency also developed a Substitution List that includes two projects in Northern California for $1,300,000 and two projects in Southern California for $1,000,000. In the event a project is removed or savings are generated from the Recommended for Funding List, a project from the Substitution List may be substituted as long as there is sufficient capacity to allow for a substitution.

There are 14 projects not recommended for funding, eight in Northern California and six in Southern California. The multi-disciplined evaluation team used the EEM Program procedures and criteria to determine that these projects did not meet the EEM Program criteria.

Each project recommended for funding has provided the Resources Agency evidence of CEQA compliance.

Attachments

California Transportation Commission

ADOPTION OF THE FISCAL YEAR 2014-15 ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM

Resolution G-16-12

1.1 WHEREAS, Streets and Highways Code Section 164.56 establishes the Environmental Enhancement and Mitigation Program; and

1.2 WHEREAS, this program provides funding annually for environmental enhancement and mitigation projects which are directly or indirectly related to the environmental impact of modifying existing transportation facilities or for the design, construction or expansion of new transportation facilities; and

1.3 WHEREAS, the California Natural Resources Agency is charged with evaluating proposals submitted for this program and providing a list of proposals recommended for funding to the California Transportation Commission; and

1.4 WHEREAS, the California Transportation Commission is responsible for awarding grants to fund proposals which are included on the list prepared by the California Natural Resources Agency; and

1.5 WHEREAS, the California Natural Resources Agency has prepared a Projects Recommended for Funding list totaling $8,260,871 for twenty-one projects, and that list has been reviewed by the Commission; and

1.6 WHEREAS, the California Natural Resources Agency also prepared a Substitution list of projects totaling $2,300,000 for four projects in the event projects from the Projects Recommended for Funding list are unable to proceed.

2.1 NOW THEREFORE BE IT RESOLVED, that the California Transportation Commission adopts the Fiscal Year 2014-15 Environmental Enhancement and Mitigation Program, as indicated in the Projects Recommended for Funding list of projects (attached); and

2.2 BE IT FURTHER RESOLVED, that in the event a project is removed or savings are generated from the Projects Recommended for Funding list, a project from the Substitution List (attached) may be awarded as long as there is sufficient capacity to allow this substitution; and

2.3 BE IT FURTHER RESOLVED, that the California Natural Resources Agency shall report to the Commission when a project is awarded from the Substitution List; and

2.4 BE IT FURTHER RESOLVED, that it is the intent of the California Transportation Commission to allocate available funds for these projects, and expects that the funds allocated be expended on a timely basis; and

2.5 BE IT FURTHER RESOLVED, that for projects which include land acquisition, the California Transportation Commission would encourage grant recipients to reduce overall project costs by exploring the feasibility of acquiring easements rather than fee title when appropriate; and

2.6 BE IT FURTHER RESOLVED, that due to the uniqueness of the individual projects in this program, the California Transportation Commission recommends the Resources Agency be especially diligent in the on-site inspection and auditing of the projects included in this program.

CALIFORNIA natural resources AGENCY

EDMUND G. BROWN JR., *Governor*
JOHN LAIRD, *Secretary for Natural Resources*

RECD BY CTC
FEB 08 2016

February 4, 2016

Will Kempton
Executive Director
California Transportation Commission
1120 N Street, MS 52
Sacramento, CA 95814

Dear Mr. Kempton:

As provided in Section 164.56 of the Streets and Highways Code, the California Natural Resources Agency (Agency) has evaluated the 2014/15 Environmental Enhancement and Mitigation program grant applications. These applications are listed on the attached Recommended for Funding List, Substitution List and the Projects Not Recommended for Funding List.

Projects on the Recommended for Funding List and the Substitution List meet the statutory requirements and contribute to the mitigation of the environmental effects of transportation facilities.

Agency recommends that the projects on the Recommended for Funding List be authorized to receive immediate funding. These recommendations were determined by a multi-disciplined evaluation team that reviewed each application and visited each site. The list contains 21 projects with a total value of $8.2 million. There are 4 projects on the Substitution List should any projects on the Recommended for Funding List be unable to proceed.

If you have any questions about the recommended projects or the process used to evaluate them, please call Carol Carter, EEM Coordinator, at (916) 651-7588 or contact her by email at carol.carter@resources.ca.gov.

Sincerely,

John Laird
Secretary for Natural Resources

Enclosures

1416 Ninth Street, Suite 1311, Sacramento, CA 95814 Ph. 916.653.5656 Fax 916.653.8102 http://resources.ca.gov

Baldwin Hills Conservancy • California Coastal Commission • California Coastal Conservancy • California Conservation Corps • California Tahoe Conservancy
Coachella Valley Mountains Conservancy • Colorado River Board of California • Delta Protection Commission • Delta Stewardship Council • Department of Boating & Waterways • Department of Conservation
Department of Fish & Game • Department of Forestry & Fire Protection • Department of Parks & Recreation • Department of Resources Recycling and Recovery • Department of Water Resources
Energy Resources, Conservation & Development Commission • Native American Heritage Commission • Sacramento-San Joaquin Delta Conservancy • San Diego River Conservancy
San Francisco Bay Conservation & Development Commission • San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy • San Joaquin River Conservancy
Santa Monica Mountains Conservancy • Sierra Nevada Conservancy • State Lands Commission • Wildlife Conservation Board

PROPOSED ENVIRONMENTAL AND MITIGATION RECOMMENDATIONS

RECOMMENDATION

Approve grants for 21 projects totaling $8,260,870.58 See attached list.

BACKGROUND

Under Streets and Highways Code Section 164.56(a), the California Transportation Commission (Commission) is charged with the responsibility of funding an annual Environmental Enhancement and Mitigation (EEM) Program as scored and prioritized by the California Natural Resources Agency (Agency) in accordance with the funding level provided in the State Budget.

The EEM Program awards grants to environmental enhancement and mitigation projects that are directly or indirectly related to the environmental impact of modifying existing transportation facilities or for the design, construction, or expansion of new transportation facilities.

California Streets and Highways Code Section 164.56 (as amended in 2013, SB 99) provides for Grants to be awarded in three categories -

- Urban Forestry: Projects designed to offset vehicular emissions of carbon dioxide
- Resource Lands: Acquisition or enhancement of resource lands to mitigate the loss of, or the detriment to, resource lands lying within the right-of-way acquired for proposed transportation improvements.
- Mitigation Projects Beyond the Scope of the Lead Agency: Projects to mitigate the impact of proposed transportation facilities or to enhance the environment, where the ability to effectuate the mitigation or enhancement measures is beyond the scope of the lead agency responsible for assessing the environmental impact of the proposed transportation improvement.

Agency is responsible for developing and adopting guidelines (procedures and criteria) and determining eligibility, evaluating proposals, submitting a list of projects recommended for funding, and managing the grants post awards. The Agency's procedures and criteria contain a scoring mechanism to evaluate and rank projects in priority order by assigning point scores to each project. Projects making the initial cut are then visited for further vetting. In accordance with the provisions of Section 187 and 188 of the Streets and Highways Code, an attempt is made to allocate 40% of the total amount recommended to projects in the northern counties and 60% of the total amount to projects in southern counties. The percentages vary slightly year to year dependent on the pool of applications and competitiveness.

AVAILABLE FUNDING

Funds are available from two fiscal years totaling $8.2M, including $1.5M carryover from the 2014 appropriation and $6.7M from the 2015 appropriation.

Each project recommended for funding provided evidence of CEQA compliance.

2014-15
Environmental Enhancement and Mitigation Program

Recommended for Funding (21)					
Applicant	**Project Name**	**County**	**N/S**	**Cat**	**Rec $**
Arcata, City of	Jolly Giant Creek (Lima) Arcata Community Forest Expansion	Humboldt	N	RL	$90,000.00
CA State Coastal Conservancy	Klamath River Estuary Wetlands Conservation Project	Del Norte	N	RL	$206,074.04
CA State Coastal Conservancy	White Slough Restoration Project	Humboldt	N	RL	$500,000.00
Land Trust of Santa Cruz County	Highway 17 Wildlife Connectivity Project	Santa Cruz	N	RL	$600,000.00
Northcoast Regional Land Trust	Lost Coast Redwood and Salmon Initiative Phase 2 Conservation Easement	Mendocino	N	RL	$500,000.00
Save the Redwoods League	Twin Trees Conservation Easement Acquisition Project	Humboldt	N	RL	$348,750.00
Save the Redwoods League	Mailliard West Ranch Conservation Easement Acquisition Project	Mendocino	N	RL	$500,000.00
The Trust For Public Land	Montesol Ranch Protection Project	Napa/Lake	N	RL	$500,000.00
Truckee Donner Land Trust	Carpenter Valley Acquisition, Phase I	Nevada	N	RL	$500,000.00
Waldo Holt San Joaquin Wildlife Conservancy	Waldo Holt San Joaquin Wildlife Conservancy Mokelumne River Giant Garter Snake and Multi-Species Habitat Acquisition	San Joaquin	N	RL	$145,500.00
10 NORTHERN PROJECTS (47% TOTAL FUNDING)					**$3,890,324.04**
Amigos de los Rios	Whittier Narrows Urban Tree Canopy	Los Angeles	S	UF	$499,055.00
CA State Parks	Carpinteria State Beach Dune Restoration Project	Santa Barbara	S	RL	$203,862.62
Dana Adobe Nipomo Amigos	DANA's Preservation & Education Project	San Luis Obispo	S	RL	$416,368.92
Koreatown Youth and Community Center (KYCC)	Koreatown Trees to Green the Purple Line	Los Angeles	S	UF	$235,000.00
Los Angeles, City of, Dept. of Recreation and Parks	Runyon Canyon Park Addition	Los Angeles	S	RL	$500,000.00
Los Angeles County, Dept. of Public Works	Torrance Urban Tree Project	Los Angeles	S	UF	$140,000.00
Mojave Desert Land Trust	Joshua Tree Foothills	San Bernardino	S	RL	$460,000.00
Norwalk, City of	Median & Side Panel Turf Replacement With Drought Tolerant Plants Project	Los Angeles	S	MP	$416,260.00

2014-15
Environmental Enhancement and Mitigation Program

Recommended for Funding (21)					
Applicant	**Project Name**	**County**	**N/S**	**Cat**	**Rec $**
San Luis Obispo, City of	Irish Hills Natural Reserve Addition	San Luis Obispo	S	RL	$500,000.00
The Trust for Public Land	Temescal Ranch Protection Project	Los Angeles	S	RL	$500,000.00
Torrance, City of	Torrance Southern Tarplant Preserve	Los Angeles	S	RL	$500,000.00
11 SOUTHERN PROJECTS (53% TOTAL FUNDING)					**$4,370,546.54**
TOTAL RECOMMENDED FOR FUNDING (21)					**$8,260,870.58**

2014-15
Environmental Enhancement and Mitigation Program

Substitution List (4)					
Applicant	**Project Name**	**County**	**N/S**	**Cat**	**Request $**
Arcata, City of	Arcata Community Forest Addition/Humboldt State University Forest	Humboldt	N	RL	$500,000.00
Humboldt County Dept. of Public Works	McKay Community Forest Phase II	Humboldt	N	RL	$800,000.00
Natural History Museum of Los Angeles County	Hancock-Tar Pits Historic Axis	Los Angeles	S	UF	$500,000.00
North East Trees	Stocker Corridor Greenway Trail Project	Los Angeles	S	UF	$500,000.00

2014-15
Environmental Enhancement and Mitigation Program

Projects Not Recommended For Funding (14)					
Applicant	**Project Name**	**County**	**N/S**	**Cat**	**Requested $**
Ag Land Trust	Garin Thompson Farm Conservation Easement	Monterey	N	RL	$ 365,000.00
Chaparral Lands Conservancy	Carmel Mountain Habitat Restoration Project II	San Diego	S	RL	$ 399,959.00
Downey, City of	Tree Planting Project	Los Angeles	S	UF	$ 490,000.00
Fremont, City of	Water Conservation and Median Upgrades	Alameda	N	UF	$ 500,000.00
Lassen Land and Trails Trust	Barry Pond Acquisition	Susanville	N	MP	$ 1,000,000.00
Los Angeles Bureau of Sanitation	Tree Wellness: Concrete to Canopy	Los Angeles	S	UF	$ 500,000.00
Santa Barbara County Association of Governments (SBCAG)	Rincon Multi-use Trail	Santa Barbara	S	MP	$ 500,000.00
Sierra Foothill Conservancy	Stone Meadow Acquisition	Tuolumne	N	RL	$ 500,000.00
South Gate, City of	Southgate Urban Reforestation Project	Los Angeles	S	UF	$ 340,000.00
Tahoe Transportation District	Tahoe City Caltrans Maintenance Yard Relocation Project	Placer	N	MP	$ 297,000.00
The Trust For Public Land	Hilltop Park Urban Forest and Nature Trail Project	San Francisco	N	UF	$ 492,084.00
Truckee Donner Land Trust	Sardine Valley Ranch Conservation Easement	Sierra	N	RL	$ 340,000.00
Western Rivers Conservancy	Blue Creek Preserve : A Sanctuary for Fish and Wildlife	Humboldt/Del Norte	N	RL	$ 1,000,000.00
Yucaipa, City of	Oak Glen Road Environmental Enhancement and Mitigation Project	San Bernardino	S	UF	$ 400,000.00

M e m o r a n d u m

Tab 56

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

Reference No.: 2.5c.(7)
Action

From: WILL KEMPTON
Executive Director

Subject: **FINANCIAL ALLOCATION FOR CALIFORNIA NATURAL RESOURCES AGENCY FY 2014-15 ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROJECTS RESOLUTION FP-15-38**

ISSUE

The California Natural Resources Agency requests the California Transportation Commission (Commission) allocate $8,260,871 for 21 Environmental Enhancement and Mitigation (EEM) 2014-15 Program Projects.

RECOMMENDATION

Staff recommends that the Commission approve the financial allocation of $8,260,871 to fund projects included in the EEM 2014-15 Program.

BACKGROUND

The Budget Act of 2015 appropriated $6,700,000 for the EEM Program, a balance of $1,553,000 remains available from the Budget Act of 2014, and savings of $7,871 available for reallocation from the 2013-14 EEM Program, making a total of $8,260,871 available for the 2014-15 EEM Program.

The attached list describes 21 EEM Program projects off the State Highway System totaling $8,260,871 plus $31,812,066 from other sources. The agencies for these projects are ready to proceed and are requesting an allocation at this time.

FINANCIAL RESOLUTION

Resolved, that $8,260,871 be allocated for 21 Environmental Enhancement and Mitigation Program projects identified on the attached list. Funds for this allocation are available from the following sources: $6,700,000 from the Budget Act of 2015; $1,553,000 from the Budget Act of 2014; and $7,871 from the 2013-14 EEM program.

Attachment

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: March 16–17, 2016

Reference No.: 4.16
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **ADOPTION OF THE RATE FOR LOCAL GOVERNMENT MATCHING OF CALIFORNIA AID TO AIRPORTS PROGRAM ACQUISITION AND DEVELOPMENT GRANTS RESOLUTION G-16-13**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the attached resolution to set the California Aid to Airports Program Acquisition and Development (A&D) matching rate at 10 percent for Fiscal Year (FY) 2016–17.

ISSUE:

Under State requirements, the Commission is required to annually establish the rate at which local governments must match A&D grants from the Aeronautics Program.

BACKGROUND:

Public Utilities Code Section 21684 requires local sponsors to match A&D grants at a rate of between 10 percent and 50 percent of the project cost. This law also requires the Commission to establish the matching rate annually.

In prior years, the Commission has established the matching rate at 10 percent. The 2016 Aeronautics Program was developed using a 10 percent matching rate.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Establishment of Local Government Matching Rate
for Acquisition and Development Grants
for Fiscal Year 2016–17

Resolution G-16-13

1.1 WHEREAS, pursuant to Section 21684 of the Public Utilities Code, the California Transportation Commission (Commission) is charged with the responsibility of establishing the percentage rate of matching funds to be provided by public entities for Acquisition and Development (A&D) projects under the California Aid to Airports Program; and

1.2 WHEREAS, a 10 percent matching rate would be compatible with the Federal Aviation Administration's grant program; and

1.3 WHEREAS, a 10 percent matching rate encourages timely use of funds from the Aeronautics Account; and

1.4 WHEREAS, a 10 percent matching rate ensures that the maximum number of airport sponsors can participate in the Aeronautics Program; and

1.5 WHEREAS, the 2016 Aeronautics Program was developed with a matching rate of 10 percent: and

2.1 NOW THEREFORE BE IT RESOLVED, that the Commission hereby establishes the local government matching rate for Fiscal Year 2016–17 for Acquisition and Development projects in the Aeronautics Program at 10 percent of the non-federal portion of an airport project.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

Reference No.: 2.2c.(6)
Action

From: WILL KEMPTON
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING FINAL ENVIRONMENTAL IMPACT REPORT FOR THE SAN FRANCISCO BICYCLE PLAN PROJECT (RESOLUTION E-16-17)**

ISSUE:
Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR), Findings of Significant Impact, Statement of Overriding Considerations and the modified CEQA findings for the San Francisco Bicycle Plan Project (Project) in San Francisco County for future consideration of funding?

RECOMMENDATION:
Staff recommends the Commission accept the FEIR, Findings of Significant Impact, Statement of Overriding Considerations and the modified CEQA findings for future consideration of funding.

BACKGROUND:
The San Francisco Planning Department (City) is the California Environmental Quality Act (CEQA) lead agency for the project. The proposed project involves near-term, long-term and minor bicycle improvement projects with the following goals: 1) refine and expand the existing bicycle route network; 2) ensure plentiful, high-quality bicycle parking to complement the bicycle route network; 3) expand bicycle access to transit and bridges; 4) educate the public about bicycle safety; 5) improve bicycle safety through targeted enforcement; 6) promote and encourage safe bicycling; 7) adopt bicycle-friendly practices and policies; and, 8) prioritize and increase bicycle funding.

On June 26, 2009, the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors adopted the 2009 Bicycle Plan and findings under CEQA, including a Statement of Overriding Considerations and a mitigation monitoring reporting program. On April 30, 2013 the SFMTA adopted modified findings under CEQA and re-adopted the 2009 Bicycle Plan and reapproved traffic modifications.

On February 1, 2016, the San Francisco Planning Department approved and certified the FEIR, the Findings of Significant Impact, the Statement of Overriding Considerations and the modified CEQA findings for the project. The Final Environmental Impact Report (FEIR) determined that impacts related to the physical environment, worsening of traffic levels-of-service, potential

slowing of transit movement in the city and the potential reduction of truck loading spaces 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 overriding economic, legal, social and technological considerations that outweigh the identified significant effects on the environment. The project will essentially help fulfill San Francisco's Transit First Policy mandate as set forth in the San Francisco Charter, Section 81.115, to make bicycling an attractive alternative to travel by private automobile, and to promote bicycling by encouraging safe streets for riding, convenient access to transit, bicycle lanes and secure bicycle parking.

The total cost of the project is estimated to cost $1,145,000. The project is anticipated to be funded with Active Transportation Program grant (ATP) Funds ($792,000) and Proposition K Sales Tax Funds ($353,000). Construction is estimated to begin in fiscal year 2015/16.

Attachment
- Resolution E-16-17
- Project Location
- Statement of Overriding Considerations

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
04– San Francisco County
Resolution E-16-17

1.1 **WHEREAS,** the City and County of San Francisco has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- San Francisco Bicycle Plan Project

1.2 **WHEREAS,** the City and County of San Francisco has certified that the Final Environmental Impact Report was completed pursuant to CEQA and the State CEQA Guidelines; and

1.3 **WHEREAS,** the project involves near-term, long-term and minor bicycle improvement projects with the following goals: 1) refine and expand the existing bicycle route network; 2) ensure plentiful, high-quality bicycle parking to complement the bicycle route network; 3) expand bicycle access to transit and bridges; 4) educate the public about bicycle safety; 5) improve bicycle safety through targeted enforcement; 6) promote and encourage safe bicycling; 7) adopt bicycle-friendly practices and policies; and, 8) prioritize and increase bicycle funding; and

1.4 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and

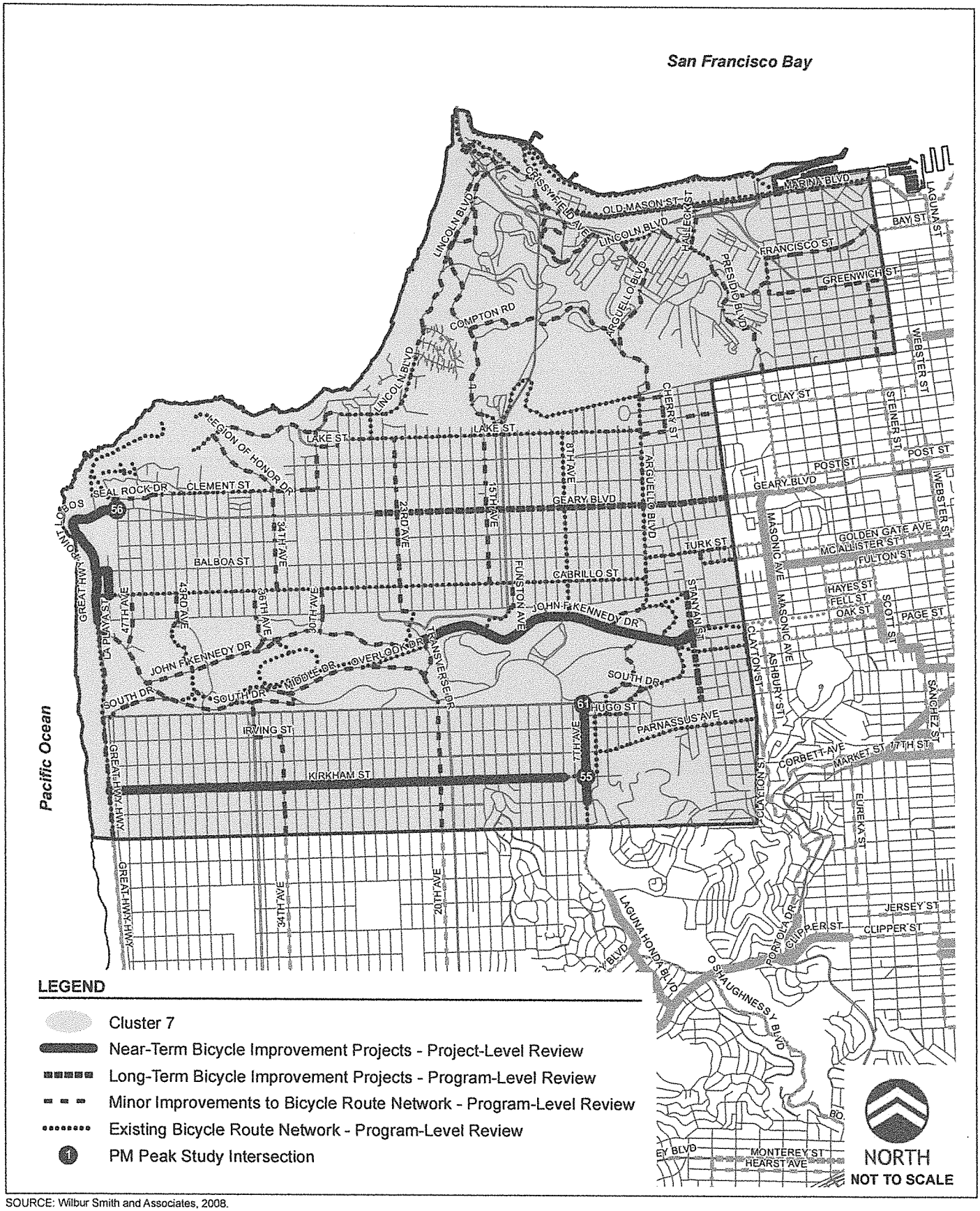
1.5 **WHEREAS,** Findings of Fact made pursuant to CEQA Guidelines indicate that specific unavoidable significant impacts related to the physical environment, worsening of traffic levels-of-service, potential slowing of transit movement in the city and the potential reduction of truck loading spaces would be significant and unavoidable and the 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 San Francisco and County of San Francisco 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 San Francisco and County of San Francisco 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.



SOURCE: Wilbur Smith and Associates, 2008.

SAN FRANCISCO BICYCLE PLAN

REVISED FIGURE V.A.3-11: CLUSTER 7 - STUDY AREA

VII. Statement of Overriding Considerations

Notwithstanding the significant and unavoidable impacts for the Preferred Project and related actions, the Board finds, after considering the Final EIR and based on substantial evidence in the record and as set forth elsewhere in these findings and herein, that specific overriding economic, legal, social, technological, or other considerations outweigh the identified significant effects on the environment.

1. Approval of this Project would help fulfill the mandate of San Francisco's Transit First Policy as set forth in the San Francisco Charter, Section 8A.115, to make bicycling an attractive alternative to travel by private automobile, and to promote bicycling by encouraging safe streets for riding, convenient access to transit, bicycle lanes and secure bicycle parking.

2. Approval of the Project is consistent with San Francisco Charter Section 8A.113(a) which requires MTA to facilitate the design and operation of City streets to enhance alternative forms of transit, including bicycling.

3. This Project is also consistent with the Metropolitan Transportation Commission's Regional Bicycle Plan, updated in 2009 as part of the update to the Regional Transportation Plan, "Transportation 2035." The Regional Bicycle Plan recognizes regionally significant elements of the San Francisco Bicycle Route Network and allows for funding for improvements to the those regionally significant elements from MTC funding sources.

4. The Project is consistent with state, region and Citywide plans and policies to reduce greenhouse gas emissions by facilitating the increased use of bicycles in San Francisco, which will help reduce dependence on the private automobile, because private automobiles are a major source of greenhouse gas emissions. These plans and policies include, but are not limited to:

    a. San Francisco's "Climate Action Plan: Local Actions to Reduce Greenhouse Gas Emissions," adopted in September 2004, which affirms San Francisco's commitment to reducing greenhouse gas emissions by 20% below 1990 levels by 2012. Among other policies, the Climate Action Plan outlines policies to encourage bicycling and discourage trips by private automobile.

    b. San Francisco Department of the Environment's Strategic Plan 2009-2011, a annually updated mission statement by the Department of the Environment, which among other topics, outlines goals and actions to promote bicycle use in San Francisco in order to reduce greenhouse gas emissions from transportation by 963,000 tons per year by 2012.

c. the Global Warming Solutions Act of 2006, otherwise known as AB 32, a California state law that requires the state's greenhouse gas emissions be reduced to 1990 levels by 2020.

d. United Nations Urban Environmental Accords, a series of implementable goals that can be adopted at a city level to achieve urban sustainability, promote healthy economies, advance social equity and protect the world's ecosystem. Adopted in 2005, and signed by San Francisco, the Accords, among other goals, advocates for policies to reduce the percentage of commute trips by single occupancy vehicles by ten percent in seven years.

5. Approval of the Project, will allow the City to be eligible for substantial amounts of bicycle funding. For example, to be eligible for many sources of funds, California cities and counties must have a Bicycle Transportation Plan (BTP) that discusses items (a) through (k) in Section 891.2 of the California Streets and Highways Code. The city or county must adopt the BTP or certify that it has been updated and complies with Section 891.2 of the California Streets and Highways Code and the Regional Transportation Plan (RTP). Approval of the Bicycle Plan will enable the City to use money from these sources instead of requiring the use of General Fund or other money.

6. The Project has identified eight specific goals whose achievement would result in substantial and measurable positive benefits to the City. These goals are outlined below and their specific benefits provide further evidence that the implementation of the Project outweighs its unavoidable adverse environmental effects.

a. Goal 1 – Refine and Expand the Existing Bicycle Route Network: Achievement of this goal would significantly improve the connectivity of the Bicycle Route Network throughout the City. The proposed infrastructure improvements, namely the addition of striped Class II bike lanes and marked shared lane pavement markings, or "sharrows," would nearly double the number of miles of bike routes. Achievement of this goal and its proposed actions would also result in improved coordination with other City agencies, more robust data systems for monitoring network performance, the integration of best practices for facility design, and a revision of the City's project evaluation methodologies so that they better respond to the multimodal nature of the City's transportation system.

b. Goal 2 – Ensure Plentiful, High-Quality Bicycle Parking: Achievement of this goal and its proposed actions will result in a significant increase of bicycle parking in key locations throughout the City and improved access to crucial destinations. Achievement of this goal would also modify the Planning Code to better prioritize bicycle parking in new and existing residential and commercial developments, while ensuring well-defined guidelines for bicycle facility design, parking outreach, and enforcement of bicycle theft.

c. Goal 3 – Expand Bicycle Access to Transit and Bridges: Achievement of this goal and its proposed actions would result in bicyclists being able to utilize existing transit services much more effectively through expanded installation of bicycle racks and the implementation of policies that permit bicyclists on transit vehicles. Ultimately, the achievement of this goal will result in enhanced connections to regional destinations for bicyclists.

d. Goal 4 – Educate the Public about Bicycle Safety: In recent years, bicycling in the City has increased by 43 percent, and now bicycle trips make up 6 percent of all daily trips. This goal seeks to ensure that current and future bicyclists are well-trained and knowledgeable about how to ride a bicycle safely. Achievement of this goal and its proposed actions would result in expanded and targeted training and outreach to all bicyclists, but especially for youth and novice bicyclists. Implementation of these actions will ultimately reduce bicycle collisions and the number of traffic conflicts in the City.

e. Goal 5 – Improve Bicycle Safety through Targeted Enforcement: Achievement of this goal and its proposed actions would result in increased enforcement of both bicyclist and motorist violations that most frequently cause injuries and fatalities, while ensuring that all SFPD police officers are better informed about the rights and responsibilities of bicyclists and techniques required for safe and legal sharing of the roadway. The proposed actions for this goal also call for more standardized reporting procedures for bicycle collisions, thereby facilitating the City's ability to measure the effectiveness of its facilities and programs, as well as respond to locations with a high number of bicycle collisions.

f. Goal 6 – Promote and Encourage Safe Bicycling: Achievement of this goal and its proposed actions would result in more awareness about the benefits of bicycling to residents, especially among diverse age, income, and ethnic populations. This goal also prioritizes more coordinated outreach efforts, economic development of bicycle-related business, and the development of public bicycle sharing in the City, a program that has been demonstrably successful in cities around the world.

g. Goal 7 – Adopt Bicycle-Friendly Practices and Policies: Achievement of this goal and its proposed actions would result in modifications to the General Plan's Transportation Element, Downtown Area Plan and to the City's environmental review guidelines. As a result of these changes, bicycling as a safe and sustainable transportation mode would be better integrated and prioritized in the future development and growth of the City. In addition, this goal seeks to provide City staff with more robust data about the growth, impact, and scope of bicycling in the City.

h. Goal 8 - Prioritize and Increase Bicycle Funding: Achievement of this goal and its proposed actions would enable the City to fund the proposed improvements to the City's bicycle network. Funds dedicated to bicycling infrastructure are very scarce and competition amongst municipalities is fierce. In order for the City to be able to fund its desired bicycle improvements, it must comprehensively develop a long-range funding plan, as outlined in this goal.

7. With its temperate climate, dense neighborhoods, limited supply of automobile parking and compact geography, the City offers and ideal venue for a diverse group of bicyclists: commuters, shoppers, recreational riders, and tourists. Bicycling in the City has increased dramatically in recent years, and implementation of this Project will ensure a continued increase in the number of people that use bicycles as a safe transportation mode. Such an increase in bicycling is a critical component to improving the future health and prosperity of San Francisco. By investing in and implementing the bicycle facility improvements, educational efforts, and innovative policies and programs recommended in the Project, the City will make bicycling a more viable mobility option. Finally, this Project supports larger City efforts to revitalize and transform its streets into more inviting public spaces that prioritize non-motorized travel.

8. The benefits of increased bicycle usage are varied and well-documented. Bicycling not only has health benefits for the bicyclist, but also it contributes to an improved quality of life for society as a whole. More specifically, bicycling as a safe and ubiquitous mode of travel can benefit the City in the following ways:

a. Transportation: Bicycling can significantly reduce gridlock on, and facilitate more efficient use of, City streets. The vast majority of trips made by automobile are within a few miles of their origins. These short trips could be accomplished by bicycle, provided there is adequate and safe infrastructure. By promoting the policies and implementing the projects in this Project, the City can dramatically shift the number of people driving to more sustainable modes of travel. Augmented bicycle infrastructure and enhanced policies that promote bicycling, as proposed in this Project, can also improve connections to other public transportation modes, further reducing the number of trips made by private automobile.

b. Health and safety: Bicycling not only provides an efficient mode of travel, but also a great way for people to exercise. As rates of obesity and physical inactivity continue to rise in America, the importance of bicycling cannot be understated. Even minimal amounts of bicycling have been shown to produce measurable physical and mental health benefits. Investments in increased physical activity have also been shown to reduce long-term health care costs. Implementation of the near-term projects, enforcement policies, and education efforts in this Project will also result in increased visibility of bicyclists, a reduction in moving

violations, and increased awareness of driver and bicyclist responsibilities. The end result will be a reduction in the number of bicycle collisions on City streets.

c. Environmental: Bicycles are the most environmentally sustainable vehicle available. They produce none of the greenhouse gases associated with global warming, nor any of the pollutants linked to asthma or other chronic health problems. Furthermore, bicycles are quiet and do not contribute to noise pollution. Implementation of this Project will undoubtedly facilitate the City's push to become a more sustainable City that preserves and protects its natural resources for future generations.

d. Economic: The annual costs of congestion, pollution, traffic accidents, as well as constructing new, and maintaining existing, automobile infrastructure are significant. Augmenting and improving bicycling infrastructure in the City can significantly reduce the economic costs associated with driving by shifting drivers to more cost-effective transportation options. Furthermore, increased bicycling infrastructure can improve access to many of the City's commercial corridors. Studies have shown that in a dense urban environment such as the City many shoppers do not access commercial centers by automobile, but rather through transit or other non-motorized modes. This Project would stimulate significant economic growth by facilitating access to commercial zones and encouraging the development of these zones not just as shopping "centers," but rather as vibrant public spaces.

e. Equity: The annual costs of driving are in thousands of dollars, leaving many segments of the population unable to afford the luxury of owning an automobile. Conversely, bicycles are one of the cheapest modes of transportation available. For many low-income individuals, bicycles constitute their predominant mode of travel. The implementation of the projects and policies in this Project will significantly expand bicycle infrastructure in the City, thereby providing enhanced transportation access to underserved segments of the population.

Project-level Significant and Unavoidable Impacts and Overriding Considerations

In addition to the reasons set forth above, the following specific overriding economic, legal, social, technological, or other considerations outweigh the identified significant, unavoidable effects (as referenced by their Impact Numbers noted in Section IV) on the environment due to the implementation of the specific near-term projects contained in the Preferred Project.

Project 1-3: North Point Bicycle Lanes, Embarcadero to Van Ness Avenue, Mod. Option 1

This project is associated with a significant and unavoidable loading impact (North Point east of Columbus) in both the existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impacts #24 and 25). Notwithstanding these impacts,

the preferred project is acceptable because the bike lanes on North Point are a critical link between the waterfront, Van Ness Avenue (a major north-south arterial and US Route 101), and Fort Mason, which provides further connections to the Marina District, Chrissy Field and the Golden Gate Bridge. Project 1-3 is already part of the Route 2 of Bicycle Network and would extend existing Class II bike lanes from the Embarcadero to Fort Mason. Furthermore, this route is the flattest east-west bicycle route option in this area. Finally, although on-street loading will be impacted on North Point during peak commute hours, the proposed North Point bicycle lanes will make on-street, double-parked loading activities easier during non-peak hours. Loading is legally allowed from Class II bicycle lanes when curb-side loading is not available. Therefore, between 9:00 a.m. and 3:30 p.m. double parked loading will actually be safer and more convenient for legitimate commercial loading on North Point.

Project 2-1: 2nd Street Bicycle Lanes, King Street to Market Street, Mod. Option 1

This project is associated with a variety of significant and unavoidable intersection impacts, transit delays, and loading impacts in both the existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact #26-32). Notwithstanding these impacts, the preferred project benefits the City because 2nd Street serves as a vital element of the Bicycle Network. As part of Bicycle Route 11, 2nd Street provides a critical link between Market Street (Route 50 – a major bicycle thoroughfare), Bicycle Routes 30/5, the Montgomery Street BART station, and key destinations in SoMa – the 4th and King Caltrain station, AT&T Park, and the waterfront. Bicyclists are currently using 2nd Street as a route through SoMa and to/from downtown, and recent bicycle counts have shown an increase in the number of bicyclists using this corridor (a 39 percent increase at 2nd/Townsend from 2006 to 2008). Unfortunately, the narrow width of the street and high traffic volumes make 2nd Street a particularly challenging bicycling environment. The addition of bicycle lanes on 2nd Street would reduce the likelihood of "dooring" collisions, while improving bicyclist visibility and reducing vehicle speeds.

Project 2-2: 5th Street Bicycle Lanes, Market Street to Townsend Street, Mod. Option 2

This project is associated with numerous significant and unavoidable intersection impacts in both the existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impacts #33-36). Even with these impacts, the preferred project is acceptable because 5th Street serves as a crucial element of the Bicycle Network. As part of Bicycle Route 19, 5th Street provides a critical link between Market Street (Route 50 – a major bicycle thoroughfare), Bicycle Routes 30/36, the Powell Street BART station, and key destinations in SoMa – the 4th and King Caltrain station, AT&T Park, and the waterfront. 5th Street provides the most proximate north-south bicycle route between the 4th and King Caltrain station and downtown, and, therefore, is essential to connecting bicyclists to regional transit services. Bicycle ridership in this corridor has also increased substantially in recent years (a 21 percent increase at 5th/Townsend and a 31 percent increase at 5th/Market since 2006). At the same time, the 5th

Street corridor ranked 10th in 2007 in the number of bicycle collisions. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on 5th Street will ensure that a growing number of bicyclists can travel safely between downtown and important destinations in SoMa.

Project 2-3: 14th Street Bicycle Lanes, Dolores Street to Market Street, Option 1; and Project 2-11: Market Street Bicycle Lanes, 17th Street to Octavia Boulevard, Mod. Option 1

Project 2-3 by itself is not associated with any significant and unavoidable impact. However, the combined design modifications of Project 2-3 and Project 2-11 produces a significant and unavoidable intersection impact (Church/Market/14th) in the cumulative condition, as further detailed in the section on significant and unavoidable impacts. (See Impact #37). Notwithstanding these impacts, Project 2-3 provides multiple benefits by filling a gap within the Bicycle Route Network that extends bicycle lanes on Route 30 from Dolores Street to Market Street. The installation of bicycle lanes will have a number of positive results for pedestrians and bicyclists, including reduced crossing distances, improved visibility, slower vehicular speeds, and reduced numbers of bicyclists using the sidewalks. Motorists will also benefit from this project as traffic circulation will improve because the proposed lane design is consistent with the configuration east of Dolores Street. Finally, the widened parking lane will facilitate more convenient and safer parking conditions. See below for more on the statement of overriding consideration for Project 2-11.

Project 2-4: 17th Street Bicycle Lanes, Corbett Avenue to Kansas Street, Mod. Option 1; and Project 2-6: Division Street Bicycle Lanes, 9th Street to 11th Street, Option 2

The combined design modifications of Project 2-4 and Project 2-6 result in a number of significant and unavoidable intersection and transit delay impacts, as further detailed in the section on significant and unavoidable impacts. (See Impact #38-44.) Project 2-4 outweighs these impacts because 17th Street serves as a vital east-west route in the Bicycle Route Network. 17th Street is Route 40 in the Bicycle Route Network and bicycle lanes on this street would dramatically improve east-west travel for bicyclists, as well as enhance connectivity to transit services at the 16th Street BART Station and the Castro Muni station. Furthermore, Route 40 offers connections to numerous other north-south bicycle routes. The 17th Street corridor also has seen substantial growth in the number of bicyclists (a 57 percent increase at 17th/Valencia since 2006). The benefits of Project 2-6 also outweigh these impacts. Project 2-6 would promote and encourage safe bicycling along the Division Street corridor and would fill the gap in the existing bicycle route network along this important east-west route, providing a connection between the South of Market area with points to the west and to the north, as well as a connection to existing bicycle facilities on 11th Street. Because of its location under the US 101 freeway, and the prevalence of vehicular traffic, this segment of Division Street is especially inhospitable to bicyclists. The addition of Class II bicycle lanes on Division Street would greatly enhance the road environment and bicycling experience in this corridor. By reducing lane width,

dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, the addition of bicycle lanes on 17th Street and Division Street will ensure that a growing number of bicyclists can travel safely through the these areas.

Project 2-7: Fremont Street Bicycle Lane, Harrison Street to Howard Street, Option 1; and Project 2-9: Howard Street Bicycle Lane, Embarcadero to Fremont Street, Option 1

Project 2-7 by itself is not associated with any significant or unavoidable impact. However, the combined design modifications of Project 2-7 and Project 2-9 produces a significant and unavoidable intersection impact (Fremont/Howard) in both the existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact # 45-46). Notwithstanding this impact, Project 2-7 is acceptable because it would add an important new segment to the City's Bicycle Route Network. The addition of Class II and III bicycle facilities on Fremont Street would facilitate connections to Route 30 on Folsom Street and the larger bicycle route network. Fremont Street also serves as a major off-ramp from I-80 into San Francisco and high vehicle speeds make Fremont Street a particularly challenging bicycling environment. Finally, the nearby construction of the Transbay Terminal and planned residential growth in this area necessitates an improved environment for bicyclists and pedestrians. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on Fremont Street will ensure that a growing number of bicyclists can travel safely in this area. See below for more on the statement of overriding consideration for Project 2-9.

Project 2-9: Howard Street Bicycle Lane, Embarcadero to Fremont Street, Option 1

In addition to the significant and unavoidable impact generated by the combination of Project 2-7 and Project 2-9 (as discussed above), Project 2-9 by itself results in a significant and unavoidable intersection impact (Howard/Fremont) for both existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact #47-48). Even with this impact, the preferred project will benefit the City in that it would extend existing bicycle lanes on Howard Street (Route 30) east to the Embarcadero. These new lanes would provide a needed connection between the Embarcadero and destinations west into SoMa. Bicycle ridership along the Howard Street corridor is also on the rise (47 percent increase at 11th/Howard since 2006), and this project would ensure additional safe connections for growing numbers of riders. Finally, Route 30 will help to enhance regional transit connections for bicycle riders due to its proximity to the Transbay Transit Terminal.

Project 2-11: Market Street Bicycle Lanes, 17th Street to Octavia Boulevard, Mod. Option 1

This project is associated with a significant and unavoidable intersection impact (Church/Market/14th Streets) in the cumulative condition. (See Impact #49-51). This project is also associated with a significant and unavoidable loading impact (north side of Market Street near Noe Street) in both the existing and cumulative conditions, as further detailed in the section

on significant and unavoidable impacts. Notwithstanding these significant and unavoidable impacts, the benefits of the preferred project outweigh these detriments because the project creates continuous bicycle infrastructure on Market Street, the primary bicyclist connection to/from downtown and a major connector to local and regional transit services. Bicycle ridership on Market Street during the P.M. peak has increased dramatically in recent years a 33 percent increase at 11th/Market and a 31 percent increase at 5th/Market since 2006. At the same time, the Market Street corridor ranked first in the number of bicycle injury collisions from 2003 to 2007 with 179. By reducing lane width, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on Market Street will ensure that a growing number of bicyclists can travel safely to and from the downtown core.

Project 2-16: Townsend Bicycle Lanes, 8th Street to Embarcadero, Mod. Option 1

Numerous significant and unavoidable intersection and transit delay impacts accompany this project as further detailed in the section on significant and unavoidable impacts. (See Impact #32, 52-57). These impacts, however, are balanced against the benefits of the preferred project supporting a crucial element of the Bicycle Network along Townsend Street. As part of Bicycle Route 36, Townsend Street provides a critical link from the Embarcadero west through SoMa, as well as connections to numerous north-south bicycle routes to/from downtown and key destinations in SoMa – the 4th and King Caltrain station, AT&T Park, and the waterfront. Townsend Street provides the most proximate east-west bicycle route to the 4th and King Caltrain station and is essential to connecting bicyclists to regional transit services. Bicycle ridership in this corridor has also increased substantially in recent years (a 39 percent increase at 2nd/Townsend since 2006). By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on Townsend Street will ensure that a growing number of bicyclists can travel safely to destinations in SoMa. The abovementioned benefits outweigh the identified impacts of this project.

Project 3-2: Masonic Avenue Bicycle Lanes, Fell Street to Geary Boulevard, Preferred Option not yet determined; and Project 3-1: Fell Street and Masonic Avenue Intersection Improvements

Project 3-2 by itself results in significant and unavoidable intersection and transit delay impacts as further detailed in the section on significant and unavoidable impacts. In addition, the combined design modifications of Project 3-2 and Project 3-1 generates a significant and unavoidable intersection impact (Masonic/Fell) in the cumulative condition. (See, collectively Impacts 58-71). Nevertheless, this Project provides an important north-south connection between the Panhandle/Golden Gate Park vicinity and Geary Boulevard, a primary east-west corridor in the western part of the City. Masonic Avenue (Route 55) is a major north-south route for bicyclists and connects to several east-west bicycle routes, as well as the University of San Francisco, a significant generator of bicycle trips. Bicycle ridership in this corridor is also on the rise, as the 2008 bicycle counts revealed a 39 percent increase in bicyclists at Masonic Avenue

and the Panhandle since 2006. The presence and speed of vehicles in this area also presents a particularly challenging environment for bicyclists. From 2003 to 2007, the Masonic Avenue Corridor ranked 10th in the number of bicycle injury collisions, while the intersection of Fell Street and Masonic Avenue ranked 1st. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on Masonic Avenue will ensure that a growing number of bicyclists can travel safely in this area.

Due to a high number of bicycle injury collisions and escalating safety concerns at the Fell Street and Masonic Avenue intersection, Project 3-1 was granted relief from the Bicycle Plan injunction and was implemented in September of 2008. As a result, Project 3-1 is not included in this statement of overriding considerations.

Project 5-4: Bayshore Boulevard Bicycle Lanes, Cesar Chavez Street to Silver Avenue, Mod. Option 1

This project is associated with a significant and unavoidable loading impact (Bayshore Boulevard between Cesar Chavez and Industrial Streets) for both the existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact # 72-73). Notwithstanding these significant and unavoidable impacts, the Project 5-4 is acceptable because it promotes and encourages safe bicycling along this segment of the Bayshore Boulevard corridor and would fill a gap in the existing bicycle route network, providing a connection between the Bayview, Mission, Potrero Hill and Portola neighborhoods. The new bicycle lanes and sharrows on Bayshore Boulevard would greatly improve the north-south bicycle network in this vital corridor, as well as enhance bicyclists' links to numerous east-west bicycle routes. The proximity of Route 25 to both the US-101 and I-280 freeways make Project 5-4 essential to improving bicyclist safety. The presence of and speed of vehicles in this corridor make it a challenging environment for bicyclists. The dedication of exclusive street space to bicyclists will greatly improve bicyclist visibility, limit the number of conflicts with parked vehicles, and reduce vehicle speeds. As a result, Project 5-4 is consistent with the City goal of improving road conditions and safety for bicyclists.

Project 5-5: Cesar Chavez Bicycle Lanes, I-280 to US 101 Freeways, Mod. Option 1

This project is associated a significant and unavoidable intersection impact (Evans/Cesar Chavez) in both the existing and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact #74-75). However, the preferred project provides substantial City-wide benefit as it provides a critical east-west connection between I-280 and US 101. Bicycle lanes on Cesar Chavez Boulevard (Route 60) would enhance connections between Potrero Hill and the Mission neighborhood and help to overcome the significant barrier presented by US 101. Route 60 also links with Route 525 and Route 68, which connect to major destinations like S.F. General Hospital and China Basin. Bicycle lanes on Cesar Chavez also would improve safety for bicyclists by increasing space dedicated to bicycle travel and reducing traffic conflicts in one of the more auto-oriented section of the City.

Project 5-6: Cesar Chavez/26th Street Bicycle Lanes, Sanchez Street to US 101, Preferred Option not yet determined

This project results in numerous significant and unavoidable intersection and transit delay impacts as further detailed in the section on significant and unavoidable impacts. (See Impact # 76-98.) Yet, even with such impacts, the Cesar Chavez bicycle segment serves as valuable elements of the Bicycle Network. As part of Bicycle Route 60, Cesar Chavez and 26th Street provide a critical east-west route through the Bernal Heights and Mission neighborhoods. Bicycle ridership in this corridor also has increased substantially in recent years (a 39 percent increase at Cesar Chavez/Harrison since 2006). However, Cesar Chavez is one of the major arteries that serve US 101. The prevalence and speed of vehicular traffic in this area has made this corridor especially inhospitable to bicyclists and pedestrians. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on Cesar Chavez and 26th Street will ensure that a growing number of bicyclists can travel safely in this area. Finally, this Project supports larger City efforts to revitalize and transform the Cesar Chavez corridor into a more "liveable" neighborhood that prioritizes non-motorized travel and inviting public spaces.

Project 5-13: San Bruno Avenue Bicycle Lanes, Paul Avenue to Silver Avenue, Preferred Option net yet determined

This project has significant and unavoidable loading impacts (west side of San Bruno between Paul and Silver Avenues) for Options 1 & 2 in both the current and cumulative conditions, as further detailed in the section on significant and unavoidable impacts. (See Impact # 99-100). Even with such impacts, the preferred project would create an important new segment to the City's Bicycle Route Network with multiple benefits. Bicycle lanes on San Bruno Avenue would offer a new north-south connection between Route 70 on Silver Avenue and Route 5 on Paul Avenue, thereby enabling bicyclists to access the nearby Caltrain stations with greater ease. The addition of bicycle lanes also would facilitate more efficient use of roadway capacity and the narrowed lanes in the southbound direction would slow vehicular speeds. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on San Bruno Avenue will ensure that a growing number of bicyclists can travel safely in this area.

Project 6-5: Portola Drive Bicycle Lanes, Corbett Avenue to O'Shaughnessy Boulevard, Mod. Option 1; and Project 6-6: Portola Drive Bicycle Lanes, O'Shaughnessy Boulevard/Woodside Avenue to Sloat Boulevard/St. Francis Boulevard, Modified Option 2; and Project 6-2: Clipper Street Bicycle Lanes, Douglass Street to Portola Drive, Option 1

As a result of changes to project designs, Project 6-5 by itself is not associated with any significant or unavoidable impact. However, the combined design modifications of Project 6-5, Project 6-6, and Project 6-2 produces a significant and unavoidable transit delay impact in the cumulative condition, as further detailed in the section on significant and unavoidable impacts.

(See Impact # 101-102.) Nevertheless, Project 6-5 provides many benefits as Portola Drive is an essential component to the City's Bicycle Route Network. Portola Drive already serves as Bicycle Routes 50, 55, and 60 which connect to Sloat Blvd., Clipper Street, 17th Street, Market Street, and Haight Street. Portola Drive also offers the primary flat route through this topographically challenging area of the City. By creating space specifically for bicyclists this project will greatly enhance the environment for bicyclists, while reducing the conflicts associated with large numbers of bicyclists riding on the sidewalk in this corridor. Motorists will also benefit from 8 additional parking spaces and a wider parking lane. By reducing lane width, dedicating more space for bicyclists, slowing vehicle speed, and improving bicyclist visibility, bicycle lanes on Portola Drive will ensure that a growing number of bicyclists can travel safely in this area. As a result, this project's benefits will outweigh the environmental detriments cited above.

The benefits of Project 6-6 also outweigh the impacts generated by its implementation. Project 6-6 serves as a necessary complement to Project 6-5. This project would promote and encourage safe bicycling along this segment of Portola Drive and complete a gap in the existing bicycle route network along this important route, providing a connection between the Diamond Heights, Saint Francis Wood, and West Portal neighborhoods.

Finally, Project 6-2 it will close a gap on Route 60 of the Bicycle Route Network and offer enhanced connectivity to numerous other routes (749/49/55/50) in the area. Clipper Street offers the only east-west connection between Noe Valley and Portola Drive and is essential component to ensuring that bicyclists can travel through the challenging topography of this neighborhood. Ridership in this area has also shown an increase in recent years (26 percent increase at Portola and O'Shaughnessy since 2006) and this new infrastructure is essential to safely accommodating new bicyclists. Thus, this project's benefits outweigh the identified environmental impacts.

Bicycle Plan and Long-Term Project Related Significant and Unavoidable Impacts and Overriding Considerations

The following section addresses the Bicycle Plan-related and Long term project-related significant and unavoidable impacts. Below is a list referring to the traffic, transit, and loading impacts related to these approval actions. Such impacts are further detailed in the section on significant and unavoidable impacts.

A. Plan-related Significant and Unavoidable Impacts

1. Bicycle Route Network Goals, Objectives and Action Items

   a) Impact – TR-A1.1: Traffic, Transit and Loading Impacts (Impact #17)

   b) Impact – TR-A1.2: Traffic, Transit and Loading Impacts (Impact #18)

   c) Impact – TR-A1.4: Traffic, Transit and Loading Impacts (Impact #19)

2. General Plan Amendments, Environmental Review, and Citywide Coordination Goals, Objectives and Action Items

   a) Impact – TR-A7.1: Traffic, Transit and Loading Impacts (Impact #20)

   b) Impact – TR-A7.3: Traffic, Transit and Loading Impacts (Impact #21)

   c) Impact – TR-A7.4: Traffic, Transit and Loading Impacts (Impact #22)

3. Bicycle Funding Goals and Objectives

   a) Impact – TR-A8.1: Traffic, Transit and Loading Impacts (Impact #23)

B. Long-Term Improvements-related Significant and Unavoidable Impacts

1. Impact – TR-LT1: Traffic Impacts (Impact #103)

2. Impact – TR-LT2: Transit Impacts (Impact #104)

3. Impact – TR-LT3: Loading Impacts (Impact #105)

Notwithstanding the significant and unavoidable impacts noted above related to the Plan and Long-Term improvements, the Board finds, after considering the Final EIR and based on substantial evidence in the record and as set forth elsewhere in these findings and herein, that specific overriding economic, legal, social, technological, or other considerations outweigh the identified significant effects on the environment related to these actions.

1. The 2009 Bicycle Plan and long-term improvements are necessary components to ensuring that San Francisco becomes a world-class bicycling City for residents and visitors alike. As bicycling continues to emerge in San Francisco as a preferred and safe alternative transportation option, it will be essential for the City to continue to expand and modify the Bicycle Route Network and respond to changes in demand for bicycling infrastructure. These approval actions would enable the City to complete the bicycle route network, close network gaps, refine and rationalize the bicycle route network, and continue to improve bicyclist safety and riding experience.

2. Using bicycles instead of automobiles is considerably cheaper and often more effective. Bicycles can be more effective for police enforcement wherever there is considerable traffic congestion and at locations difficult to patrol by motor vehicle. Approval of the Bicycle Plan would allow for better promotion of the use of bicycles by City employees when attending meetings, performing field work, or conducting site inspections, as well as the establishment and expansion of programs designed to prioritize adding bicycles to the City's fleet whenever replacing or upgrading motor vehicles.

3. A large number of the long-term improvements are planned for areas of the City that are underserved by bicycling infrastructure, such as Mission Bay and Hunter's Point. As growth in the areas continues and planned development takes shape it is essential that these long-term improvements be implemented to provide existing and new residents access to a safe transportation option.

4. The long-term improvements at the Transbay Terminal will be essential to ensuring that bicyclists are able to access regional transit services. These long-term improvements will enable commuters, visitors, and residents to reduce their number of automobile trips and access parts of the region via safe, sustainable, and cost-effective transportation options.

5. Many of the long-term improvements have not been finalized and will be undergoing significant levels of additional study. As these projects undergo further design and environmental study it is expected that some of the identified impacts will be addressed through design changes or reduced to a less than significant level via mitigation.

Having considered these specific Project benefits, including the overall benefits of bicycling discussed above, the Board finds that the Project's benefits outweigh the unavoidable adverse environmental effects, and that the adverse environmental effects are therefore acceptable. The Board further finds that each of the Project benefits discussed above is a separate and independent basis for these findings, and for rejecting the alternatives as further described in Section VI.

Tab 59

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

Reference No.: 4.15
Action

From: WILL KEMPTON
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND (TCIF) PROGRAM – UPDATE THE POLICY TO UTILIZE PROGRAM SAVINGS**
RESOLUTION TCIF-P-1516-09, AMENDING RESOLUTION TCIF-P-1314-12

ISSUE:
Should the California Transportation Commission (Commission) update the Trade Corridors Improvement Fund (TCIF) Program savings policy to extend the savings utilization deadline by three years and allow for the use of savings on new TCIF projects?

RECOMMENDATION:
Commission staff recommends the Commission update the TCIF savings policy by extending the savings utilization deadline for allocation from June 2016 to June 2019 and the deadline to begin construction from December 2016 to December 2019 on new TCIF projects.

BACKGROUND:
At the August 2013 meeting the Commission approved a program savings policy to extend the allocation deadline by one year from June 2013 to June 2014 and the deadline to begin construction from December 2013 to December 2014.

At the March 2014 meeting, the Commission approved a second extension of the savings policy to allow allocations through June of 2016 after learning the short timeframe specified in the first extension created challenges in bringing forward projects. Sponsor Agencies indicated more time was needed to develop new projects, environmental documents, and plans specifications and estimates (PS&E).

Sponsor Agencies are in need of additional time to develop new projects and the program continues to recognize savings at the time of project award and closeout. Extending the deadline by three years will allow time to develop valuable new goods movement projects.

RESOLUTION TCIF-P-1516-09
Be it Resolved, that the California Transportation Commission does hereby amend the TCIF Program savings policy to extend the allocation deadline from June 2016 to June 2019 and the deadline to begin construction from December 2016 to December 2019 for new TCIF projects.

M e m o r a n d u m

Tab 60

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

Reference No.: 4.13
Action

From: WILL KEMPTON
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND (TCIF) PROGRAM AMENDMENT RESOLUTION TCIF-P-1516-07**

ISSUE:
Should the California Transportation Commission (Commission) amend the TCIF Program to add the Monte Vista Avenue Grade Separation Project in San Bernardino as TCIF Project 120 at a cost of $2.113 million in TCIF funds?

RECOMMENDATION:
Commission staff recommends the Commission approve the proposed TCIF Program Amendment to add into the TCIF Program Project 120, the Monte Vista Avenue Grade Separation Project.

BACKGROUND:
The Southern California Consensus Group (SCCG) and the San Bernardino Associated Governments (SANBAG) propose to amend the TCIF Program by including the Monte Vista Avenue Grade Separation Project as Project 120 in the Los Angeles/Inland Empire Corridor element of the TCIF Program and program $2.113 million of TCIF funds to the project.

The proposed project will eliminate the existing Monte Vista Avenue at-grade crossing by constructing a four-lane elevated structure over the Union Pacific Railroad line and State Street. The proposed project will improve reliability of access to several manufacturing facilities in the area, provide efficient movement of goods, and mitigate train/vehicular conflict delays. The grade separation project will also improve safety, air quality and improve the quality of life for residents and motorists. The total cost of the project is estimated at $37.125 million. Construction is expected to begin in November 2016.

RESOLUTION TCIF-P-1516-07
Be it Resolved, that the California Transportation Commission does hereby amend the TCIF program by adding the Monte Vista Avenue Grade Separation Project as TCIF Project 120.

Attachment
- Letter of Support

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

213.922.2000 Tel
metro.net

Metro

February 4, 2016

Mr. Wil 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 San Bernardino Associated Governments (SANBAG) is requesting to seek funding of $2,113,000 in Trade Corridor Improvement Funds (TCIF) for the construction of the Monte Vista Grade Separation Project. The $2,113,000 in TCIF funds include $1,385,000 in anticipated TCIF savings from the Palm Avenue Grade Separation Project to be de-allocated by the CTC in March 2016 and $727,845 in prior TCIF savings within the Southern California Consensus Group region.

Please see the attached letter detailing the programming request. We understand SANBAG intends to submit a formal application to the CTC for action in May 2016. 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

M e m o r a n d u m

Tab 61

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

Reference No.: 4.14
Action

From: WILL KEMPTON
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND (TCIF) PROJECT BASELINE AGREEMENTS – RESOLUTION TCIF-P-1516-08B**

ISSUE:
Should the California Transportation Commission (Commission) approve the project Baseline Agreements for the following TCIF projects?

- Project 115 – Cool Port Oakland
- Project 117 – Avenue 66/Union Pacific Grade Separation Bypass
- Project 119 – Navy Drive Widening
- Project 120 – Monte Vista Avenue Grade Separation

RECOMMENDATION:
Commission staff recommends 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 Sponsor Agencies for the Port of Oakland, County of Riverside, Port of Stockton and San Bernardino Associated Governments have provided executed Project Baseline Agreements. Commission staff reviewed the Project Baseline Agreements and determined that the agreements set forth the proposed project scope, measureable expected performance benefits, delivery schedule, budget and funding plan, are consistent with the Commission's TCIF Guidelines, and include the required signatures.

RESOLUTION TCIF-P-1516-08B
Be it Resolved, that the California Transportation Commission does hereby approve the Project Baseline Agreement for TCIF Project 115 – Cool Port Oakland, Project 117 – Avenue 66/Union Pacific Grade Separation Bypass, Project 119 – Navy Drive Widening and Project 120 – Monte Vista Avenue Grade Separation.

M e m o r a n d u m

Tab 62

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

Reference No.: 4.11
Information

From: WILL KEMPTON
Executive Director

Subject: **LETTER OF NO PREJUDICE (LONP) GUIDELINES**

ISSUE:

The Commission is authorized by statute to adopt guidelines for approval of Letters of No Prejudice (LONPs) for Proposition 1B programs, and with the recent passage of SB 9 (Chapter 710 of Statutes of 2015), is now authorized to adopt LONP guidelines for the Transit and Intercity Rail Capital Program (TIRCP). Commission staff revised the existing Proposition 1B LONP guidelines to include the TIRCP, and the proposed revised guidelines are attached. Staff intends to bring these guidelines back to the Commission for adoption at the May 2016 CTC meeting.

BACKGROUND:

Public Resources Code Section 75225, added by Chapter 710 (SB 9) of the Statutes of 2015 (Transit and Intercity Rail Capital Program) and Government Code Section 8879.501, added by Chapter 463 (AB 672) of the Statutes of 2009 (Proposition 1B), authorize the California Transportation Commission (Commission) to adopt guidelines to establish a process to approve a Letter of No Prejudice (LONP) for one or more projects or project components that the California State Transportation Agency has approved for funding in the Transit and Intercity Rail Capital Program (TIRCP) and the Commission has programmed or otherwise approved for funding from select Proposition 1B programs. Commission approval of a LONP allows the regional or local agency to advance a project by expending its own funds (incur reimbursable expenses) for any component of the project.

The LONP applies only to the TIRCP or Proposition 1B funds programmed or otherwise approved for the project.

The Commission may amend these guidelines at any time after first giving notice of the proposed amendments.

Attachment

Letter of No Prejudice (LONP)
Guidelines
Transit and Intercity Rail Capital Program and Proposition 1B Programs

1. Authority and Scope: **Public Resources Code Section 75225, added by Chapter 710 (SB 9) of the Statutes of 2015 (Transit and Intercity Rail Capital Program) and** Government Code Section 8879.501, added by Chapter 463 (AB 672) of the Statutes of 2009 (Proposition 1B), authorize the California Transportation Commission (Commission) to adopt guidelines to establish a process to approve a Letter of No Prejudice (LONP) for one or more projects or project components that the Commission has programmed or otherwise approved for funding from **the Transit and Intercity Rail Capital Program (TIRCP) and** the following Proposition 1B programs:

- Corridor Mobility Improvement Account (CMIA)
- State Route 99 Account (SR 99)
- Trade Corridors Improvement Fund (TCIF)
- Local Bridge Seismic Retrofit Account (LBSRA)
- Traffic Light Synchronization Program (TLSP)
- State-Local Partnership Program Account (SLPP)

The LONP applies only to the Proposition 1B **or TIRCP** funds programmed or otherwise approved for the project.

The Commission may amend these guidelines at any time after first giving notice of the proposed amendments.

~~**2. LONP for TCIF:** In programming TCIF, the Commission programmed approximately 20 percent more than the $2.5 billion available from the TCIF and the State Highway Account (SHA). This over programming assumed that new revenue sources would become available and be dedicated to funding the adopted program. New revenue for the TCIF program now appears unlikely to materialize in the current economic environment. Therefore, the Commission does not intend to approve LONPs for TCIF projects until a reasonable level of confidence in availability of these new revenue sources is achieved, or the program is prioritized commensurate with available TCIF and SHA funds.~~

~~If SHA funds are programmed to the project, the LONP request for TCIF funds must be accompanied by a request for SHA allocation. If SHA funds are not available for allocation, the LONP request will be deferred until the SHA allocation can be made.~~

~~3~~2. Intent of LONP: A regional or local entity that is a lead applicant agency under one of the programs referenced in Section 1~~, with the exception of TCIF,~~ may apply to the Commission for an LONP for the program project. If approved by the Commission, the LONP allows the regional or local agency to expend its own funds (incur reimbursable expenses) for any component of the project ~~(in practice, Proposition 1B funds are~~

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~~generally programmed for construction).~~ This does not relieve the regional or local agency from the applicable match requirements of the program.

It is the intent of the Commission to give equal opportunity for available funding to applicants that completed work under an approved LONP, as well as those that require an allocation in order to begin or continue work on a project. The Commission further intends that applicants considering the use of an LONP have the most accurate information available to assess the likelihood of allocation and reimbursement as planned. Applicants proceed at their own risk, as reimbursement of the LONP is dependent on availability of Proposition 1B bond or TIRCP funds.

~~4~~3. Submittal of LONP Request: LONP requests shall be submitted to the Department of Transportation (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 LONP 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 in Section 5.
- Indicate that the implementing agency is ready to start ~~(or continue)~~ work on the project component covered by the LONP request ~~(likely construction)~~.
- Have a full and committed funding plan for the component covered by the LONP request.
- Indicate anticipated schedule for expenditures and completion of the component.

~~5~~4. Content and Format of LONP Request: The Commission expects a complete LONP request to include **a letter requesting LONP approval, including a summary of attachments and,** at a minimum, the following information as applicable:

- ~~A letter requesting LONP approval, including a summary of the following information as applicable.~~
- Documents needed for obtaining concurrent Commission approval of any needed actions such as a project programming request or project/baseline agreement amendment, in accordance with appropriate program guidelines and standards.
- Alternate local funding source(s) that will be substituted for the bond **or TIRCP** funds and a demonstration of commitment of those funds (e.g., resolution, minute order) from its policy board. **Funds allocated by the Commission and/or reimbursed through Caltrans cannot be used as an alternate local funding source.**
- An expenditure schedule for the component covered by the LONP.
- If jointly funded with funds from the State Transportation Improvement Program (STIP), a STIP allocation request or STIP AB 3090 request must be included.
- LONP requests for construction must include documentation for Commission review of the final environmental document, as appropriate, and approval for consideration of future funding.

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~~6~~5. Review and Approval of LONP Requests: The Department will review LONP requests for consistency with these guidelines and place the requests on the Commission meeting agenda. The Commission will consider requests for LONPs that meet the guidelines, except for LONP requests for components jointly funded with funds from the STIP, which shall be dependent upon concurrent approval of the STIP allocation or STIP AB 3090 request.

An LONP will only be granted for work consistent with the approved project's scope, schedule and funding.

Upon Commission approval of an LONP, the Department will execute a cooperative agreement or Master Agreement/Program Supplement with the implementing agency. Although the agency may begin work once the LONP is approved, an agreement must be in place before the Department can provide reimbursement for eligible project expenditures.

~~7~~6. Initiation of Work: The project component covered by an approved LONP should be ready to proceed to contract award (or equivalent) once the LONP is approved. The agency shall report to the Department within four months following LONP approval on progress in executing agreements and third-party contracts needed to execute the work.

~~8~~7. Monitoring Progress of Projects with a LONP: The agency with an approved LONP shall report on progress to date in accordance with the applicable bond program **or TIRCP** guidelines. This report should include expenditures to date, work completed, problems and issues with the project, and any funding plan updates for the project.

~~9~~8. Project Changes: Proposed changes in funding, schedule or project scope must be approved by the Commission **or, for the TIRCP, the California State Transportation Agency,** in accordance with the applicable bond program **or TIRCP** guidelines, including a concurrent LONP amendment if necessary.

~~10~~9. Diligent Progress and Rescinding a LONP: If progress reports from an agency on a project with an approved LONP show that diligent progress is not being made in completing the project, the Commission may request that the agency explain its lack of progress. The Commission may rescind the LONP or may direct the agency to demonstrate diligent progress within the next reporting period. If the Commission finds the agency is not pursuing project work diligently, the Commission may rescind the LONP. If an LONP is rescinded, an allocation to reimburse expenditures to date is at the discretion of the Commission.

~~11~~10. Allocations for LONPs: Upon completion of the component covered under an LONP approved by the Commission, the agency may send a request to the Department to have its LONP reimbursed with an allocation by the Commission. The agency shall identify the source(s) and expenditures of all funds used in completing the component for which the agency is seeking an allocation from the Commission. The agency must show the applicable match for the bond funds, if required for the project. The Department will

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place the request for allocation on the agenda for timely consideration by the Commission.

If sufficient **TIRCP or** Proposition 1B bond allocation capacity exists, an agency with a partially completed component may request an allocation for reimbursement of eligible costs to date and to convert the remaining LONP to a standard allocation for periodic reimbursement for the remainder of the component. The Commission may assign a lower priority for **TIRCP or** Proposition 1B bond allocation to these LONP conversion requests, depending on funding availability.

DRAFT

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: March 16-17, 2016

Reference No.: 2.1a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation Programming

Subject: **SHOPP AMENDMENT 14H-495**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Highway Operation and Protection Program (SHOPP) Amendment 14H-495; in accordance with Senate Bill 486 which requires the Commission to approve any changes or new projects amended into the State Highway Operation and Protection Program (SHOPP).

ISSUE:

Since the January 2016 report to the Commission, the Department recommends 19 new capital projects to be amended into the 2014 SHOPP, as summarized in Attachment 1. The amendments noted below would be funded from the Major Damage Restoration, Bridge Preservation and 2014 SHOPP programming capacity.

2014 SHOPP Summary of New Projects by Category	No.	FY 2014/15 ($1,000)	FY 2015/16 ($1,000)	FY 2016/17 ($1,000)	FY 2017/18 ($1,000)
Major Damage Restoration	18		$24,370		
Bridge Preservation	1		$2,057		
Total Amendments	19		$26,427		

The Department also recommends that the capital projects, as summarized in Attachment 2, be amended into the 2014 SHOPP.

BACKGROUND:

In each even numbered year, the Department prepares a four-year SHOPP which defines major capital improvements necessary to preserve and protect the State Highway System. Periodically, the Department amends the SHOPP to address newly identified needs prior to the next programming cycle. Between programming cycles, the Department updates scope, schedule and cost to effectively deliver projects.

Resolution G-13, established in June 2000, provides the Department with means to develop SHOPP projects which require periods longer than the four-year SHOPP cycle. The Commission authorized the Department to program projects for development only when appropriate. Long Lead projects must identify challenges that require additional time beyond the typical four years to complete.

Senate Bill 486, approved by Governor September 30, 2014, requires Commission approval of projects amended into the SHOPP.

Attachments

List of New 2014 SHOPP Capital Project Amendments

PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg. /Congr. Dists. Perf. Meas.
Major Damage Restoration							
1119	1-DN-101 21.2 0G030 01 1600 0117	Near Crescent City, at 0.2 mile north of Cushing Creek Viaduct. Stabilize landslide and roadway.	$20 (R/W) $2,000 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $30 $500 $530	201.130 Assembly: 1 Senate: 4 Congress: 1 1 Location
2446	1-Hum-36 32.2/32.3 0F940 01 1600 0104	Near Bridgeville, at 1.3 miles west of Larabee Valley Road. Repair slip-outs and damaged drainage system.	$10 (R/W) $600 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $10 $200 $210	201.130 Assembly: 1 Senate: 2 Congress: 1 2 Locations
4637	1-Men-1 0.0/R55.0 0F950 01 1600 0106	From Sonoma County Line to Caspar. Remove approximately 372 dead and diseased tree hazards.	$100 (R/W) $850 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $100 $500 $600	201.130 Assembly: 1 Senate: 2 Congress: 1 1 Location
4638	1-Men-271 18.4/20.3 0G020 01 1600 0116	Near Leggett, at Mc Coy Creek Sidehill Viaduct (No. 10-0100) and at 2.3 miles south of South Fork Eel River Bridge. Repair viaduct, slope, drainage and slip-out.	$20 (R/W) $750 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $15 $250 $265	201.130 Assembly: 1 Senate: 2 Congress: 1 2 Locations
3651	2-Plu-70 11.3 2H440 02 1600 0076	Near Belden, at 2.3 miles west of Chipps Creek Bridge. Remove loose rocks and stabilize slope.	$5 (R/W) $500 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $250 $250	201.130 Assembly: 3 Senate: 1 Congress: 4 1 Location
3650	2-Sis-96 26.7 2H300 02 1600 0073	Near Happy Camp, at 1.1 miles east of Beck Ranch Road. Remove slide material and repair damaged roadway.	$600 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $200 $200	201.130 Assembly: 2 Senate: 4 Congress: 2 1 Location
3652	2-Tri-299 12.3/12.9 2H450 02 1600 0077	Near Burnt Ranch, from 1.4 miles to 0.9 mile west of Mill Creek Road. Remove loose materials and stabilize embankment slip-out.	$50 (R/W) $3,450 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $1,000 $1,000	201.130 Assembly: 1 Senate: 4 Congress: 2 1 Location

PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg. /Congr. Dists. Perf. Meas.
Major Damage Restoration (cont.)							
3654	2-Tri-299 23.3 2H090 02 1600 0092	Near Del Loma, at Big French Creek Road. Provide lighting, monitoring and slide material removal.	$5 (R/W) $975 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $300 $300	201.130 Assembly: 1 Senate: 4 Congress: 2 1 Location
5861	3-Sac-5 Var. 1H420 03 1600 0149	In Sacramento County on Routes 5 and 99 and in Yolo County on Routes 50 and 80 at various locations. Repair accelerated pavement failures.	$1,200 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$5 $0 $0 $160 $165	201.130 Assembly: 8, 9 Senate: 5, 6 Congress: 1, 5 4 Locations
6929	3-Sac-99 20.2 1H450 03 1600 0161	Near the city of Sacramento, at Turnbridge Drive Pedestrian Overcrossing (POC) No. 24-0169. Replace failing POC fence.	$900 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$5 $0 $0 $80 $85	201.130 Assembly: 9 Senate: 6 Congress: 5 1 Location
1497G	4-SM-1 R47.2 1K490 04 1600 0252	In Daly City, at Clarinada Avenue. Repair slope washout and drainage system.	$600 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $150 $150	201.130 Assembly: 12 Senate: 8 Congress: 12 1 Location
2642	5-SBt-25 18.8/19.5 1H170 05 1600 0033	Near Pinnacles, from 2.7 to 2.0 miles south of Route 146. Construct detour and remove slide.	$10 (R/W) $1,500 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$45 $150 $10 $300 $505	201.130 Assembly: 28 Senate: 12 Congress: 17 1 Location
2643	5-SB-101 R15.0/R15.2 1H180 05 1600 0034	In Santa Barbara, from 0.2 to 0.4 mile north of Carrillo Street. Repair sinkhole and pavement damage caused by waterline break.	$500 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$10 $25 $0 $75 $110	201.130 Assembly: 35 Senate: 19 Congress: 23 1 Location
6786	6-Ker-5 82.9/85.8 0V040 06 1600 0121	Near Kettleman City, from 9.9 miles north of Route 46 to 7.6 miles south of Route 41 (also in Kings County on Route 5 from PM 0.0 to 9.0). Repair accelerated pavement failures.	$2,000 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$0 $40 $0 $125 $165	201.130 Assembly: 30 Senate: 16 Congress: 20 1 Location

PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg. /Congr. Dists. Perf. Meas.
Major Damage Restoration (cont.)							
6782	6-Ker-99 7.3 0V030 06 1600 0107	Near Bakersfield, at Sandrini Road Overcrossing No. 50-0221. Repair bridge high load hit.	$1,000 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$0 $70 $0 $100 $170	201.130 Assembly: 32 Senate: 16, 18 Congress: 22 1 Location
4954	7-LA-39 28.0/31.0 4X810 07 1600 0239	Near Azusa, in the Angeles National Forest. Repair embankment washout and restore drainage systems.	$100 (R/W) $2,000 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $6 $400 $406	201.130 Assembly: 59 Senate: 29 Congress: 26 1 Location
4953	7-Ven-101 32.2/R34.8 4X800 07 1600 0230	Near the city of Ventura, from 0.7 mile north of West Main Street to 0.1 mile north of Dulah Road Undercrsossing; also on Route 1 from PM 21.5 to 23.3. Repair fire damage and place erosion measures.	$25 (R/W) $2,500 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $6 $500 $506	201.130 Assembly: 41 Senate: 23 Congress: 30 1 Location
3005F	8-SBd-40 R129.8 1G940 08 1600 0103	Near Needles, at Arbol Ditch Bridge No. 54-0204L/R. Place rock slope protection (RSP) to stabilize channel bank erosion at bridge supports.	$50 (R/W) $2,050 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$75 $100 $5 $200 $380	201.130 Assembly: 34 Senate: 18 Congress: 41 2 Locations
Bridge Preservation							
4062	1-Men-1 43.6/70.0 0E200 01 1400 0015	In Mendocino County at Albion River Bridge No. 10-0136, Russian Gulch Bridge No. 10-0151, and Ten Mile River Bridge No. 10-274. Repair bridge decks and strengthen. PAED: 11/30/2015 R/W: 05/02/2016 RTL: 05/06/2016 CCA: 10/13/2017	$30 (R/W) $2,027 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total	$160 $355 $60 $550 $1,125	201.119 Assembly: 1 Senate: 2 Congress: 1 3 Bridges

List of Capital Project Amendments

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
02	Lassen	395	R0.0/5.6	In Sierra and Lassen Counties, from Nevada State line to one mile north of Route 70. Rehabilitate pavement.	3464	4E420	0200020283	201.121	21	14,574	15/16	PA&ED PS&E RW Const	550 1,200 100 ~~800~~	550 1,200 100 **1,212**
Comments: This project is located in a remote location and requires significant lab and materials support. A structures maintenance review identified bridgework that was not originally in the scope, which requires additional lab support and services. In addition, there is increased support needed for the superpaving methodology. This increase is consistent with the required work for a CAPM and adds $412,000 to the cost of the project.														
04	Alameda	580	0.0/7.8	Near Livermore, from San Joaquin County line to east of Greenville overcrossing; also on Route 205 (PM 0.0/1.0) from San Joaquin county line to Midway Road undercrossing. Rehabilitate roadway.	8315V	3G590	0412000115	201.122	~~5~~ **55**	~~58,526~~ **58,476**	15/16	PA&ED PS&E RW Const	1,800 6,435 ~~179~~ 7,518	1,800 6,435 **29** 7,518
Comments: This project is being split to address the mitigation for an incidental take that will be delivered FY 18/19. The permit was received in January 2016 and $150,000 of funding will be rolled over to right of way support to fund the split mitigation project to purchase land for mitigation. Capital cost are being adjusted to align with the mitigation split.														
05	San Luis Obispo	101	44.8/59.7	In and near Atascadero and Paso Robles at various locations, from Curbaril Avenue to 0.7 mile north of North Paso Robles Overhead. Pave roadside, improve drainage, relocate utility boxes and construct concrete barriers.	2356	1C080	0512000071	201.235	5	2,529	15/16	PA&ED PS&E RW Const	551 516 5 ~~523~~	551 516 5 **622**
Comments: The project goes through several unincorporated communities. It was determined that public outreach was necessary which was not identified in the PID. With a more comprehensive project strategy to address the communities and updated unit cost for earthwork and traffic control requiring additional funding. The net increase to the project is $99,000.														
05	San Luis Obispo	101	R24.3	In and near San Luis Obispo, 1.6 miles south of Los Osos Valley Road. Replace bridge rails.	2606	1G460	0515000032	201.131	43	995	15/16	PA&ED PS&E RW Const	0 418 22 ~~494~~	0 418 22 **689**
Comments: The project work plan was updated with more detailed information identifying additional funding is needed during demolition, traffic control and false-work erection and removal. The net increase to the project is $195,000.														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
~~05~~	~~Santa Barbara~~	~~101~~	~~18.9/25.8~~	~~In and near Goleta, from El Sueno Road to 1.0 mile north of Storke Road/Glen Annie Road. Drought conservation improvements.~~	~~2617~~	~~1G810~~	~~0515000108~~	~~201.130~~	~~0~~	~~2,500~~	~~15/16~~	~~PA&ED~~ ~~PS&E~~ ~~RW~~ ~~Const~~	~~25~~ ~~100~~ ~~5~~ ~~200~~	~~25~~ ~~100~~ ~~5~~ ~~200~~
Comments: This project was to increase the use of recycled water by building a transmission line within the Caltrans right-of-way to convey recycled water from the Goleta Water District source to locations of existing right-of-way plantings currently irrigated with potable water. In further assessing program mandates, risks associated with recycled water expansion efforts, and issues related to railroad and creek crossings, a determination was made that the cost of the project vs the amount of water used makes the project infeasible.														
05	Santa Barbara	154	R5.9/22.9	Near Santa Ynez, from Baseline Avenue to Cold Spring Canyon Bridge. Rehabilitate pavement.	2428	1C830	0512000238	201.121	18	14,880	15/16	PA&ED PS&E RW Const	454 1,141 28 ~~1,451~~	454 1,141 28 **1,726**
Comments: The project work plan was updated with information that is more detailed. The number of working days has been increased and the utilization of consultants was identified requiring additional funding, adding $275,000 to the cost of this project														
06	Kern	43	16.1/25.2	In the cities of Shafter and Wasco, at various intersections. Construct pedestrian curb ramps.	6645	0P270	0612000090	201.361	255	1,206	15/16	PA&ED PS&E RW Const	0 750 410 ~~318~~	0 750 410 **400**
Comments: The number of working days was increased from the estimate identified in the PID. There was additional staging required to accommodate pedestrians at the various locations resulting in the need for an increase in funding for the project, adding $82,000 to the cost of this project.														
08	Riverside	VAR		In Riverside and San Bernardino Counties, on various routes. Replace weather system and highway advisory radios and update software.	0012H	1C630	0812000338	201.315	5	2,059	15/16	PA&ED PS&E RW Const	550 312 24 ~~480~~	550 312 24 **610**
Comments: This project has 25 locations, 5 new and 20 existing systems, that will require special footing designs. The original work plan did not account for the different locations and the logistics to support the project at the various locations in the district requiring additional funding, adding $130,000 to the cost of this project.														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
~~08~~	~~San Bernardino~~	~~10~~	~~12.0/12.8~~	~~In and near Fontana, from east of Etiwanda Avenue to west of Cherry Avenue. Modify drainage.~~	~~0134M~~	~~1C710~~	~~0813000002~~	~~201.010~~	~~0~~	~~1,295~~	~~15/16~~	PA&ED PS&E RW Const	~~328~~ ~~505~~ ~~17~~ ~~341~~	
Comments: It was determined that this project can be implemented as a CCO in a larger ongoing project resulting in a savings of $2,486,000.														
08	San Bernardino	15	R107.3	Near Barstow, at Clyde V. Kane Safety Roadside Rest Area. Rehabilitate Safety Roadside Rest Area.	3001G	0G842	0814000184	201.250	39	10,150	15/16	PA&ED PS&E RW Const	365 846 30 ~~1,960~~	365 846 30 **2,380**
Comments: This project has an increase in working days over what was estimated in the PID. In addition, the project location is remote and the cost of long term per diem needs to be included in the project, resulting in an increase of $420,000 to the cost of the project.														
11	San Diego	67	~~6.7/19.0~~ **R4.6/19.0**	~~In and near Poway, from Willow Road to Shady Oaks Drive. Construct median barrier.~~ **In and near Poway, from 0.2 mile south of Winter Gardens Boulevard Overcrossing to Shady Oaks Drive. Install median channelizers.**	0670	40320	1100000545	201.010	33	43,000	15/16	PA&ED PS&E RW Const	1,991 1,500 50 ~~3,145~~	1,991 1,500 50 **1,249**
Comments: The revised scope for this project is more cost effective than the original programmed project. The project will meet the need and purpose with median channelizes instead of median barriers, resulting in a savings of $1,896,000 to the project.														

Dist	County	Route	Post Miles	Location/Description	PPNO	EA	EFIS#	Prog	RW	Const	FY	Support		
11	San Diego	94	59.7/60.2	~~Near Manzanita, from 0.8 to 1.3 miles east of Campo Creek Bridge.~~ Realign curve, widen shoulders, and remove fixed objects from clear recovery zone. **Near Manzanita, from 0.1 mile east of Church Road to 0.1 mile west of Kumeyaay Road.**	0919	29520	1100000670	201.010	615	6,171	15/16	PA&ED PS&E RW Const	790 948 199 ~~1,292~~	790 948 199 **1,633**
Comments: During a constructability review, it was determined that the number of working days planned was not adequate, adding $216,000 to the cost to the project.														
12	Orange	5	1.2/2.2	In San Clemente, at El Camino Real. Realign mainline horizontal curve, construct new approach slabs, and install warning sign structure and beacons.	2545	0M490	1212000090	201.010	14	9,400	15/16	PA&ED PS&E RW Const	0 2,500 156 ~~2,250~~	0 2,500 156 **3,300**
Comments: The super structure and foundation type retaining wall changed for this project resulting in the need for additional working days, adding $1,050,000 to the cost of the project.														
12	Orange	91	R1.0/5.4	In Buena Park and Anaheim, at Valley View Street ramps and State College Boulevard eastbound on-ramp. Improve wet pavement conditions, modify signals, lighting, delineation and pedestrian facilities.	4522A	0N360	1214000004	201.010	83	1,606	15/16	PA&ED PS&E RW Const	0 988 25 ~~421~~	0 988 25 **453**
Comments: The work plan for this project was updated with current rates resulting in an increase need for funding, adding $32,000 to the cost of the project.														

4.3

INNOVATIONS IN TRANSPORTATION

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE MARCH 16-17, 2016
CALIFORNIA TRANSPORTATION COMMISSION MEETING

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

Reference No.: 4.19
Information

From: WILL KEMPTON
Executive Director

Subject: **HEARING ON THE 2017 ACTIVE TRANSPORTATION PROGRAM (ATP) GUIDELINES**

ISSUE:

On September 26, 2013, the Governor signed legislation creating the Active Transportation Program (ATP) (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). This legislation requires the Commission, in consultation with an ATP Workgroup, to develop program guidelines. The Commission guidelines describe the policy, standards, criteria, and procedures for the development, adoption and management of the ATP.

The ATP workgroup met four times in January and February of 2016 to discuss revisions to the guidelines. Stakeholders also submitted numerous comment letters and emails suggesting revisions to the guidelines. Staff considered all the feedback received through the workgroup meetings and correspondence and made revisions that were considered feasible and beneficial to the program.

The ATP Guidelines may be amended by the Commission after conducting at least one public hearing. This public hearing is to take final comment on the proposed 2017 ATP Guidelines prior to Commission adoption.

BACKGROUND:

The goals of the Active Transportation Program are to:

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

Attachment
Correspondence

ATTACHMENT

2017 ATP GUIDELINES CORRESPONDENCE

From:	Kenneth Kao
To:	Janssen, Laurel@DOT; Waters, Laurie@DOT
Cc:	Joel Goldberg; Sarah J. Jepson; Zhang, Xi@DOT; Nitsos, April M@DOT; Davini, Ted E@DOT; Sarkes M. Khachek; Anne Richman; Ross McKeown
Subject:	MTC Comments on ATP Cycle 3
Date:	Tuesday, December 22, 2015 10:05:31 AM
Attachments:	Ltr- ATP3 Comments 2015-12-18.pdf

Greetings Laurel and Laurie,

I've attached MTC's comments on the upcoming ATP Cycle 3.

Note that given the proposed expedited schedule for Cycle 3, MTC will work on the regional guidelines for adoption by MTC in February, and ask that the CTC approve our guidelines at the same time as the statewide guidelines in March (under the current schedule).

Please let me or Anne know if you have any questions on our comments.

Thank you for your consideration, and happy holidays,
Kenny

Kenneth Kao
Senior Planner, Programming and Allocations
Metropolitan Transportation Commission (MTC)
101 8th St., Oakland, CA 94607-4700
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Jason Baker
Cities of Santa Clara County

Tom Bates
Cities of Alameda County

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Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

December 22, 2015

Will Kempton
Executive Director
California Transportation Commission
1120 N Street, Room 2221 – MS 52
Sacramento, CA 95814

RE: Active Transportation Program (ATP) Cycle 3 Comments

Dear Mr. Kempton:

Thank you for the opportunity to comment on the upcoming Active Transportation Program (ATP) Cycle 3 Guidelines and Process. Current law mandates that the California Transportation Commission (CTC) adopt the next cycle of ATP projects by April 1, 2017. MTC would like to offer a few comments and suggestions from our experience in administering the region's large-MPO share of ATP.

- **Delay Guidelines adoption of 2017 ATP to June 2016**
  Recognizing the statutory requirement to adopt the next program by April 1, 2017, MTC believes additional time is required to discuss and amend the Guidelines based on lessons learned from Cycles 1 and 2. The current schedule to adopt Cycle 3 Guidelines in March 2016 does not leave sufficient time to consider changes or comments. MTC encourages the CTC to delay the adoption of the Cycle 3 Guidelines to June 2016 in order to have a robust discussion about improving the Guidelines. This should still leave sufficient time for sponsors to complete the application (especially if the application is simplified), evaluators to review and score each application, and the CTC to meet the statutory April 1, 2017 adoption deadline.

- **Revisit disadvantaged communities in guidelines/application**
  The region applauds ATP's goal of highlighting the active transportation needs of disadvantaged communities (DACs). With nearly 90% of ATP funds benefiting DACs over the first two ATP cycles, the CTC is clearly demonstrating support of these important areas. For Cycle 3, CTC should clearly indicate its emphasis on ATP funds benefiting DACs in order to be more transparent towards non-DAC sponsors. Non-DAC sponsors could then decide whether to devote substantial staff resources on the application if only 10% of ATP funds are awarded to non-DAC areas.

Alternatively, the CTC could consider another approach, such as reducing the points assigned to DACs, or instituting a target minimum that is above the 25% statutory minimum.

- **Revise and simplify application process**
  A common comment from project sponsors was that the application was too onerous. For all sponsors trying to do more work with less staff and resources, completing the ATP application often required 40 to 80 hours of staff time. This resource strain is especially burdensome for smaller sponsors with limited staff, and may unfairly give an advantage to jurisdictions with resources to hire consultants to prepare the application. The region suggests simplifying the application and putting as much of it online as possible.

- **Create a two-tier program based on funding request size**
  The complexity of the application manifested itself in the increased average per project ATP request in Cycle 2. Increased funding requests with funding remaining static means that fewer projects will be funded. MTC recommends that CTC consider creating a two-tier program based on funding request size, in order to encourage smaller projects to apply, which may translate to more projects being funded. For instance, two-thirds of the program could be dedicated for project requests over $2 million, and those projects must complete the federal process and receive federal funds. The remaining one-third of the program could fund project requests under $2 million, and could utilize state-only funding.

Thank you for your consideration of the region's comments. If you have any questions about our comments or any other ATP-related issues, please contact me at (510) 817-5722, arichman@mtc.ca.gov, or Kenneth Kao, ATP Program Manager, at (510) 817-5768, kkao@mtc.ca.gov.

Sincerely,

Anne Richman

Anne Richman
Director, Programming & Allocations

AR: KK

cc: April Nitsos, Caltrans ATP Program Manger
Sylvia Fung, Caltrans District 4 Local Assistance Engineer
Joel Goldberg, San Francisco MTA – ATP Technical Advisory Committee Member
Sarkes Khachek, Santa Barbara CAG – RTPA Moderator

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From: Eric Bruins
To: Waters, Laurie@DOT
Subject: ATP Cycle 3 guidelines
Date: Thursday, January 14, 2016 5:47:07 PM

Laurie,

Thank you for our conversation yesterday. As chair of the ATP-TAC Planning Subcommittee, I look forward to reviewing the draft guidelines with our subcommittee.

Our subcommittee has identified the following focus areas. We have not arrived at any recommendations, but anticipate generating comments on the following topics:

- Refining the definition of an Active Transportation and/or SRTS Plan
- Increasing the funding mark for planning applications
- Streamlining the application process for planning applications
- Improving scoring consistency for planning applications
- Providing greater regional flexibility in guidelines

We look forward to working with you and the Commission to continue strengthening the Active Transportation Program.

Thank you for your consideration,
-Eric

--
Eric Bruins
Planning & Policy Director
Los Angeles County Bicycle Coalition

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Central Coast Coalition
Moving California's Economy

January 14, 2016

Mr. Will Kempton
Executive Director
California Transportation Commission
1120 N Street, Room 2233 (MS-52)
Sacramento, CA 95814

Dear Mr. Kempton:

The Central Coast Coalition would like thank the California Transportation Commission for the opportunity to provide input on Cycle 3 of the Active Transportation Program. The Coalition consists of the regional transportation planning agencies in San Benito, Santa Cruz, Monterey, San Luis Obispo, and Santa Barbara counties and the Association of Monterey Bay Area Governments. Our coalition members compete for ATP funding from the small urban\rural program in addition to the Statewide program.

We applaud the expeditious work by the CTC and Caltrans to program projects during Cycles 1 and 2 of the Active Transportation Program; however, we do have several suggestions that we believe will improve the effectiveness of the program. Below are our recommendations for Cycle 3 for consideration by the Commission.

1. Maintain the statutory schedule for Cycle 3 which requires that funds be awarded to projects by April 2017.

   There is a significant backlog of bicycle and pedestrian projects and it is important to deliver a message to the legislature that more transportation funding of all kinds is sorely needed now. This message is best delivered by maintaining the ATP schedule set in statute, especially as the Governor and legislature develop the 2016-2017 budget. Delaying Cycle 3 of the ATP would require legislation and carries a significant risk of conveying the wrong message to the legislature that there is no urgency in providing funding for projects that support active transportation.

   The Active Transportation Program is also a critical funding source for the small urban and rural counties we represent. The phase out of the STIP's Transportation Enhancement program eliminated a reliable, formula funding source for active transportation projects that were prioritized and selected by our boards following a community-based public outreach process and delivered by our local agencies. Instead, we must now compete via the Statewide and Small Urban/Rural components of the ATP to secure funding for critical projects in our regions as we do not receive a direct share funding like large MPOs. Being entirely reliant on statewide competitions to secure funding makes it challenging to plan for and deliver projects that are needed to meet the safety, environmental, and active-lifestyle goals of our communities. However, the rapid pace of the first two cycles coupled with the sheer magnitude of funding available has helped mitigate our loss of discretionary control over project selection and the loss of formula funding. So we encourage the Commission to stay the course and move forward with Cycle 3.

While many of projects have been funded through Cycles 1 and 2, there continues to be very high demand for ATP funding in our regions, and across the state. The CTC received nearly 1,400 applications requesting over $2 billion in the first two cycles, while only $720 million has been available for programming. Many of our Coalition's priority projects remain unfunded through Cycles 1 and 2; we have applications ready to be submitted for Cycle 3. It is critical that with this level of demand, the CTC move forward with conducting a call for projects in 2016.

2. <u>If additional time is necessary to incorporate revisions, delay adoption of the guidelines by no more than two months.</u>

   An additional three months to adopt the Cycle 3 guidelines compared to prior cycles provides the Commission with the latitude to streamline the application and incorporate minor changes to the guidelines and project evaluation process, such as those we suggest below. However, if necessary, the CTC could consider adoption of the guidelines in May 2016 rather than March 2016 to accommodate minor changes. This schedule would still allow the CTC to adopt projects by the statutory deadline of April 1, 2017.

3. <u>Ensure all of the goals of the Program are being advanced by making adjustments to the Project Scoring Criteria for Disadvantaged Communities and Non-Motorized Traveler Safety in Cycle 3</u>

   Reduce the Weight Given to Projects in Disadvantaged Communities:
   We acknowledge that a goal of the ATP is to ensure that disadvantaged communities share in the benefits of the program. We believe that the first two ATP cycles have been successful in this regard. The CTC has programmed over 80% of ATP funds to projects that benefit Disadvantaged Communities over the first two cycles which far exceeds the 25% statutory requirement for the program. We believe it is reasonable in Cycle 3 to reduce the weight given to Disadvantaged Communities to provide more geographic equity, and ensure that other goals of the program are met.

   As part of the scoring criteria for the program, ten points have been available to applicants that can demonstrate their project serves a Disadvantaged Community (DAC). These ten points, in such a highly competitive program, can be a barrier to projects that may not necessarily serve a DAC but still meet the goals of the Active Transportation Program by increasing the proportion of biking/walking trips, increasing safety and mobility for non-motorized users and advancing the efforts of regional agencies to achieve greenhouse gas reduction goals. **We recommend that the points for the Disadvantaged Communities section of the scoring be reduced from ten points to five points and that the criteria for increasing walking and bicycling/Section 1 be increased by five points.** With this approach, points will still be available to projects that serve Disadvantaged Communities and more points will be made available to the highest priority of the program which is to increase walking and bicycling among users.

   Prioritize Projects that Reduce <u>the Risk</u> of Fatalities and Injuries to Non-Motorized Users:
   Finally, we also recommend that the CTC revise the scoring criteria for Safety/Section 2 to award points to projects whose purpose is to reduce <u>the risk</u> of collisions resulting in

fatalities and injuries to non-motorized users. It seems unreasonable to us to award points only after a record of fatalities and injuries have occurred. Critical safety projects that could prevent a loss of life or injury are at a disadvantage in the evaluation process with the present wording. Bicyclists and pedestrians are significantly more vulnerable to conflicts with cars and trains and perceived safety risks are a significant deterrent for active transportation. Relying solely on historical accident rates does not account for the potential increased usage of bike and pedestrian facilities when perceived safety risks are reduced.

Thank you for your consideration of these comments and suggestions. If you have any further questions, please contact Sarkes Khachek at the Santa Barbara County Association of Governments at 805-961-8913.

Sincerely,

Jim Kemp, Executive Director
Santa Barbara Association of Governments

Ron DeCarli, Executive Director
San Luis Obispo Council of Governments

Debra L. Hale, Executive Director
Transportation Agency for Monterey County

George Dondero, Executive Director
Santa Cruz Co. Regional Transportation Commission

Mary Gilbert, Interim Executive Director
San Benito Council of Governments

Maura Twomey, Executive Director
Association of Monterey Bay Area Governments

cc: The Honorable Katcho Achadjian, Assembly Member, 35th District
The Honorable Luis Alejo, Assembly Member, 30th District
The Honorable Anthony Canella, Senator, 12th District
The Honorable Hannah-Beth Jackson, Senator, 19th District
The Honorable Bill Monning, Senator, 17th District
The Honorable Mark Stone, Assembly Member, 29th District
The Honorable Das Williams, Assembly Member, 37th District
Mr. Bill Higgins, CalCOG
Mr. Jerry Barton, Chair, Rural Counties Task Force
Ms. Laurel Janssen, California Transportation Commission
Ms. Laurie Waters, California Transportation Commission
Ms. April Nitsos, Caltrans, Chief, Active Transportation Program and Special Programs

From: Phil Dow
To: Waters, Laurie@DOT
Subject: FW: ATP Comments
Date: Monday, January 25, 2016 4:53:58 PM

Laurie:

Messed up your email extension!

From: Phil Dow [mailto:dowp@dow-associates.com]
Sent: Monday, January 25, 2016 4:48 PM
To: 'laurie.waters@dot.cs.gov'
Cc: Jesse Robertson (robertsonj@dow-associates.com)
Subject: ATP Comments

Laurie:

I have the following comments regarding proposed changes to scoring for Cycle 3:

1. Disadvantaged Communities: I oppose any reduction of points under this category. I think it is too early to tell with only two cycles complete whether or not the program excludes meaningful competitiveness for projects not in disadvantaged communities. It could be there is a lot of pent up demand for projects in these areas. Let's not abandon the 10 pint advantage yet. I concur with the suggestion of Commissioner Burke that perhaps we should crank down the qualification to projects that will provide DIRECT BENEFIT to these communities. My bet is that will cut down the qualification for these points to a reasonable level. If not, consider reducing points in future cycles.

2. I understand that your intent in adding 5 points to Question #6 is to award points for Construction Readiness ONLY for those projects that were awarded ATP funding for Project Development (pre-construction) work in a previous ATP cycle. This will account for scoring variability across scoring cycles using different reviewers. I understand that the State is reluctant to fund project development work without surety that the construction phase will score high enough to complete the project. I would think that most ATP projects would not be split like this unless the project sponsor fears complicated environmental issues or there is a history of environmental delays in the area of the project sponsor. An alternative is to require that information for the Construction phase be submitted with the Project Development application so that the competitiveness of the entire project is assessed up front. If scoring high enough, then the Project Development phase would be funded and the Construction phase would come "off the top" in a subsequent cycle. There will probably only be a handful of these to deal with each year. In that way there would be no need to add 5 points for Construction Readiness under Question #6 and it can remain at 5 points.

3. I appreciate the modification to Question #4 Improved Public Health. It is more straight-forward and requires less health research by us transportation people.

Thanks for the opportunity to comment.

From:	Murray Fontes
To:	Waters, Laurie@DOT
Cc:	Rachel Moriconi
Subject:	Fwd: FW: 2017 Active Transportation Program Draft Guidelines and Application
Date:	Tuesday, January 26, 2016 10:11:16 AM
Attachments:	1st Draft 2017 ATP Guidelines.pdf 1st Draft 2017 ATP Application.pdf ATP 2017 Guidelines and Application 1st Workshop meeting notice final.pdf

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Laurie,

Enclosed are my comments on the draft application for the Cycle 3 Active Transportation Program (ATP) grants.

Small, disadvantaged communities, like my employer, the City of Watsonville, have limited funding and resources that can be a disadvantage when competing statewide for funding. The competition is even more challenging when programs like the Active Transportation Program (ATP) segregate 40% of the funding by making it available only to agencies within larger Metropolitan Planning Organizations (MPOs) and still allow those MPOs to complete with smaller agencies for the remaining funding. The proposed revisions make it even more difficult for agencies like Watsonville to compete for funding as the changes will require agencies to commit more time and resources to the preparation of the applications or they will reduce the number of scoring points available. Listed below are specific examples of these changes and their negative impact.

Require Project Study Report (PSR) or equivalent (See Page 6 in the revised Guidelines and page 2 in the revised Application). The proposed revisions require a PSR or equivalent to use as screening criteria for infrastructure projects. Preparation of the proposed grant application form already requires a significant investment of staff time and resources. Adding the preparation of a PSR will increase the investment.

Reduce Scoring for Disadvantaged Communities (DACs) (Page 14 of Guidelines and Page 7 of Application). The proposed revision reduces the point total of Question #5 – Benefit to DACs from 10 to five points. A community that qualifies as disadvantaged lacks the financial and other resources to compete on a statewide basis for funding. The applications in the first two cycles acknowledged this by allowing DACs to qualify for an additional 10 points. Reducing the additional points from 10 to five makes it more challenging for the DACs to compete on a statewide level.

Increase Scoring for Construction Readiness (Page 14 of Guidelines and Page 9 of Application). The proposed revision adds a scoring category of Construction Readiness to Question #6 and provides up to five points for projects that have completed CEQA, NEPA and final design. Completion of CEQA and NEPA and final design represent significant costs and further stretch the resources of smaller or disadvantaged communities.

Applicants Performance on Past Grants (page 15 of Guidelines). The proposed revision eliminates assigning negative points to agencies with documented poor performance records on past grants. This allows non-performing agencies to be on equal footing with those agencies that have performed well. It rewards the non-performer and punishes the performer.

Please consider my concerns when finalizing the Cycle 3 application and thank you for the opportunity to comment.

Murray Fontes

---------- Forwarded message ----------
From: **Rachel Moriconi** <rmoriconi@sccrtc.org>
Date: Tue, Jan 19, 2016 at 9:33 AM
Subject: FW: 2017 Active Transportation Program Draft Guidelines and Application
To: "Chris Schneiter (cschneiter@cityofsantacruz.com)" <cschneiter@cityofsantacruz.com>, "Erich Friedrich (efriedri@scmtd.com)" <efriedri@scmtd.com>, Maria Esther Rodriguez <maria.esther.rodriguez@cityofwatsonville.org>, "Mark Dettle (mdettle@cityofsantacruz.com)" <mdettle@cityofsantacruz.com>, Murray Fontes <murray.fontes@cityofwatsonville.org>, "Piet Canin (pcanin@ecoact.org)" <pcanin@ecoact.org>, "Russell Chen (dpw109@co.santa-cruz.ca.us)" <dpw109@co.santa-cruz.ca.us>, "Scott Hamby (shamby@scottsvalley.org)" <shamby@scottsvalley.org>, "Steve Jesberg (sjesberg@ci.capitola.ca.us)" <sjesberg@ci.capitola.ca.us>, "Steve Wiesner (dpw199@co.santa-cruz.ca.us)" <dpw199@co.santa-cruz.ca.us>, "Teresa Buika (tabuika@ucsc.edu)" <tabuika@ucsc.edu>, "thiltner@scmtd.com" <thiltner@scmtd.com>

Anyone interested in applying for the next ATP cycle – may want to participate in the workshop on the draft application:

Friday, January 29, 2016

9:00 a.m. to 12:00 p.m.

Teleconference Number: 1-877-411-9748, Participant Code: 5283660

Caltrans Headquarters

1120 N Street, Room 2116

Sacramento

Rachel Moriconi, SCCRTC

831-460-3203; fax 460-3215

Please don't print this email unless you really need to - REDUCE, then reuse & recycle.

California Department of Public Health's Suggestions for Active Transportation Program Cycle 3

January 27, 2016

The following are suggestions based upon CDPH's involvement with the Active Transportation Program (ATP) Technical Assistance Committee (TAC) as well as CDPH's work and service to the field.

A. **INCENTIVIZE NON-INFRASTRUCTURE (NI) ACTIVE TRANSPORTATION PROJECTS. In order to incentivize NI active transportation work throughout California, CDPH proposes that an additional 5 points be awarded to Infrastructure projects that propose incorporating an NI component.**

- There is precedent for awarding points for NI components in Infrastructure projects as demonstrated in Cycle 3 of the Federal Safe Routes to School Infrastructure application
- Would ensure good coordination between Infrastructure and NI during proposal development process; coordination would benefit ATP

B. **EVALUATE APPLICATIONS BY PROJECT TYPE. We propose that the 3 types of ATP proposals, Infrastructure, NI, and Plans, are evaluated separately from each other.**

C. **REFINE EVALUATION PROCESS TO ENSURE BEST APPLICATIONS ARE SELECTED.**

- Evaluators should receive more in-depth training to ensure high quality and consistent application reviews
- Review teams should comprise a minimum of 3 reviewers to promote fair judgment of application strengths and weaknesses
- Applications should be reviewed by those who have expertise specific to NI, I, and Plans

D. **MAINTAIN POINTS AWARDED FOR DISADVANTAGED COMMUNITIES (DAC) FOR CYCLE 3.**

- Further analysis is needed to determine if points awarded for serving DAC in past cycles resulted in projects that truly benefitted these populations

From: Theiss, Suzanne L@DOT
To: Waters, Laurie@DOT
Subject: ATP Comments
Date: Friday, January 29, 2016 12:26:51 PM

Guideline suggestions, comments:

- For Sub-Section 13 page 8: Please state what the actual 80% statewide median is at the time of the call of projects. Otherwise you are depending on all applicants to determine this median, maybe inaccurately, when it would be simple to just state what it is.
- For Sub-Section 17 page 13: When the Regional Plan used in the application list specific projects, should the screening insure that the application matches the project cited from the plan?
- For Sub-Section 18 page 14: In this cycle, or next, a two tier scoring may be best. A few points for projects that are located on the cusp of a disadvantaged area. And the max points for projects that directly benefit a severe disadvantaged area.

When I review the applications submitted in my District, would it help for me to send comments to someone if I think the application doesn't meet the screening criteria? If so, who should I notify?

Thanks, Suzi

Suzanne Theiss, PE
D1 District Local Assistance Engineer
1656 Union Street, Eureka CA 95501
(707) 445-6399 (wk) (707) 272-2157 (cell)
stheiss@dot.ca.gov

From: Borders, Heidi E@DOT
To: Waters, Laurie@DOT; Mcwilliam, Teresa Rs@DOT
Subject: ATP Telecon Comments
Date: Friday, January 29, 2016 12:21:21 PM

For some reason my line was stuck in listen only mode.

For edits to Section VII Page 18. Un-strike removed sentence and add the word "not". If unallocated funding will not be available for other projects to use, it would be useful information for Coordinators and agencies to understand the ramifications of non-delivery. Funding will not just be lost to the agency but to the program as well.

For edits to Section VII Page 21. How does the contingency list work? If the contingency list is only in effect until the adoption of the next statewide program...the list will be abolished before the prior cycle has a chance to deliver to realize any savings that could be applied to the contingency list.

Thank you,
Heidi Borders
D5 Local Assistance
805-542-4690

From: Sara Fontanos
To: Waters, Laurie@DOT
Cc: Brent Barnes; Ray Espinosa; Barbara Thompson; Mary Gilbert; Veronica Lezama
Subject: ATP Program Disadvantaged Community Definition *San Benito County*
Date: Friday, January 29, 2016 12:08:33 PM
Importance: High

Good Afternoon Laurie,

Thank you for the workshop call today regarding the guidelines of the ATP. I look forward to the next workshop and letting potential partners know of our interest to work together to be more competitive.

Unfortunately I missed the opportunity to communicate this because of time limitations, so I am following up in email.

I want to emphasize the importance of maintaining that fourth option in the disadvantaged community section, as sought by the RCRC and others over the phone for the same reasons they mentioned. Recognizing the concern of one speaker that if everyone qualifies through the 4th bullet, then what is the point, I recommend a smaller group focus with members of the RCRC and other Counties like and the Administrators get together in between the workshops to develop criteria for the 4th option that will ensure the following: 1) the goals of the program are met and 2)those submitting through this 4th option can be compared and evaluated more easily and fairly in relation to program goals while being more inclusive the rural counties who are often missed with such strict criteria.

Please do not limit are eligibility by removing the fourth option under the Disadvantaged Community Section.

Respectfully,

Sara Fontanos

County of San Benito
Administrative Office
481 4th Street
Hollister, CA 95023
831-636-4000, x18
www.sbcparks.org

From: Ellen Barton
To: Waters, Laurie@DOT
Subject: Comments from ATP workshop
Date: Friday, January 29, 2016 2:42:13 PM

Thank you for the good discussion at the workshop today on Cycle 3 guidelines and proposed changes.
Here are some comments from San Mateo County

1. Regarding the section VII subsection 26 Caltrans review: ensure that the change clarifies whether the Caltrans review is the responsibility of the applicant to do before submission (and with whom) or if this review will take place after scoring of projects. Ensure that the change clarifies whether the Caltrans review will allow for the applicant to work with Caltrans to modify the scope to address their concerns, and how that process might work.
2. Under Section III, Eligibility, subsection 10: it would be helpful to clarify that the nonprofit that partners with an eligible applicant is not guaranteed to get the funds, that the eligible applicant must award the funds through competitive process. It would also be helpful to clarify that this type of partnership is not applicable to anything except the recreational trails category. Section 9 states this, but section 10 seems to be more broad and an applicant could assume that a nonprofit PTA, for example, partnering with a city on a non-infrastructure SRS program, would qualify under the Section 10 guidelines.
3. Section IV, subsection 17: Screening Criteria: I am glad this section is being revised, as many applicants added extraneous information here because the previous wording was unclear. I would suggest adding a word count target or maximum, to make it clear this section is not requiring great detail. It may be worth making this section a multiple choice or check-box answer.
4. I agree with the comments that "Evaluation" should be specifically included as an eligible project type. There is not enough effective, statistically-relevant evaluation being done especially on construction projects.
5. Under subsection 18, bullet "benefit to disadvantaged communities": From the perspective of San Mateo County, reducing the point score for disadvantaged communities would benefit most of the jurisdictions in this county, several of which did not apply due to the impossibility of this item. Trends and fashions in wealthy jurisdictions influence behaviors in all other jurisdicitons: sometimes parents with high income face high barriers to active trips.
6. Under the same subsection, bullet "cost-effectiveness": there may need to be clarification whether a prior non-infrastructure project award would give greater points to a subsequent application.

From: Laurie@DOT Waters [mailto:laurie.waters@dot.ca.gov]
Sent: Thursday, January 28, 2016 3:00 PM
To: Ellen Barton <ebarton@smcgov.org>
Subject: 2017 ATP Workshop Documents

ATP Stakeholders,

Attached are two documents for tomorrow morning's 2017 ATP Draft Guidelines and Application Workshop. The first is a broad agenda for what we will cover. The second document is a summary of proposed changes, this document should help us stay on track during the guidelines discussion. Workshop information below:

Friday, January 29, 2016
9:00 a.m. to 12:00 p.m.
Caltrans Headquarters
Room 2116
1120 N Street
Sacramento, CA 95814

Teleconference Number: 1-877-411-9748, Participant Code: 5283660

Laurie Waters
~~*~

Changes in the Disadvantaged Communities section of the Active Transportation Program guidelines which I strongly support are:

- Adding language to permit the consideration of **potential** for reduction in the number or rate of pedestrian and/or bicycle fatalities and injuries. This is important in rural areas to make the case for safety improvements in areas where low population or usage fails to highlight safety issues due to lower levels of use. There are frequently "accidents waiting to happen" in rural areas that are often not identified through the use of safety indicators based on accident frequency.
- Adding language to qualify for an additional five points if the project will result in construction of an ATP project that was previously awarded ATP funding for pre-construction activities. This will help ensure that projects that were previously awarded funding will likely be successful in a subsequent cycle and overcome guideline changes or variations in scoring by evaluators. It will protect State investment as well as project sponsor investment in the project. An MCOG project was split between Cycle 1 and Cycle 2 because of concern over environmental phase completion in a timely manner. Fortunately Phase 2 was funded, but the scored point level was only 1 point above the funding cutoff. A couple of points lower and there would have been a dilemma to resolve.
- Scaling of the three qualifying criteria under the Disadvantaged Communities Narrative Question to recognize various degrees of severity in the scoring process. This will provide point separation within this narrative question and lower overall scoring. The most disadvantaged communities with proposed projects that most clearly benefit these communities will receive the most points. Less severely impacted communities with proposed projects with a lesser focus on the disadvantaged community will be scored more modestly. With lower overall points awarded under this application section, the door will open for worthy projects in non-disadvantaged communities.

Thank you for considering these comments. I look forward to the Commission's consideration of recommended changes to the ATP guidelines for 2017. It involved input of hundreds of people from throughout California, sometimes with disparate points of view. Throughout this process, Commission staff did a commendable job of presenting issues, drawing parameters for discussion, eliciting comments, filtering, and finding common ground.

Sincerely,

Phillip J. Dow, P.E.
Executive Director

February 1

Cc: Dan Gjerde, MCOG Chair

Phil Dow

Proposal for Benefit to Disadvantaged Communities (Narrative Question #5)

- It is understood that perhaps the current structure weighs too heavily on Disadvantaged Community status in the ATP program so that it is very difficult to obtain enough points in the Statewide competition to get funded unless the project is within a Disadvantaged Community.
- I am strongly supportive of retaining the possibility of earning 10 points in this category. I think this issue could be addressed by increasing the difficulty of obtaining points; thereby ensuring that only projects in the most severely disadvantaged communities can obtain maximum points.
- I heard others speak in the January 29 workshop regarding their view that household income is the most prevalent and widespread indicator of disadvantaged communities. Therefore I am opposed to the suggestion that maximum points should be awarded to projects that meet all three criteria. North Coast, mountain, and foothill counties would be eliminated due to poor performance in CalEnviroScreen even though many such areas report household incomes far below the 80% threshold.
- If the intent of adjusting the impact of Question 5 as a determinant of scoring, then I suggest we keep the current thresholds for determining qualification as a Disadvantaged Community intact. If just minimum standards are met, then the most points that can be obtained would be 5 points. This would be from the recommended 2 points possible for percentage of funds expended in the disadvantaged community and the 3 points possible for fulfilling important needs in the Disadvantaged Community.
- Additional points could be obtained depending on how much the community **exceeds the threshold.** The attached spreadsheet depicts how scoring could be stratified according to severity. A methodology such as this would ensure that only good projects in very disadvantaged communities get the full 10 points, opening the door for good projects in non-disadvantaged communities to be competitive. This applies especially to those good projects in more affluent communities that are able to apply significant matching funds to the mix. Most projects in disadvantaged communities are unlikely to score well under Narrative Question 7.
- My previous comments regarding this issue indicated that perhaps tightening the guidelines to ensure only projects that provide **Direct Benefit,** as suggested by Commissioner Burke, may be the way to approach this issue. After listening to the discussion at the January 29 workshop, I believe that stratification of points by severity may be a more equitable solution. In this manner, few projects will receive the entire 10 points, but we can be assured they are in very disadvantaged areas. On the other hand, barely qualifying as a DAC ensures no points unless the applicant adequately addresses the percent of funds to be expended in the DAC and how the project fulfills a need in the community.

Phil Dow, MCOG

2/1/16

Part B: Narrative Question #5

Identification of Disadvantaged Communities: 0 to 5 points

Option 1: Median household income, by census tract for the community (ies) benefited by the project:
Minimum to qualify under Question #5 is 80% of statewide household income.

Percentage	Points
>75-80%	0
>70-75%	1
>65-70%	2
>60-65%	3
>55-60%	4
< or = 55%	5

Option 2: California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen) score for the community benefitted by the project.
Minimum to qualify is attainment of Top 25% of DAC per CalEnviroScreen

Percentage	Points
>23-25%	0
>21-23%	1
>19-21%	2
>17 -19%	3
>15-17%	4
< or = 15%	5

Option 3: Percentage of students eligible for Free or Reduced Price Meals Program:

Minimum to qualify is 75%

Percentage	Points
>75 -78%	0
>78 -81%	1
>81 - 84%	2
>84 -87%	3
>87-90%	4
> 90%	5

Option 4: Alternative criteria for identifying disadvantaged communities:

No changes recommended. This permits agencies to make their case and is especially useful in rural areas where census tracts tend to be large.

Date: Feb. 1, 2016
To: Laurie Waters, CTC
From: Oona Smith, HCAOG
Re: Revised Draft 2017 ATP Guidelines

CONTENT:

VIII. Roles and Responsibilities
Might the TARC's roles and responsibilities be informative here? (Although already under Project Type Requirements [subsection 13, pg. 9].)

Subsection 19. Project Selection between Project Application with the Same Score: (pg. 15)

If two or more projects applications receive the same score that is the funding cut-off score, the following criteria will be used to determine which project(s) will be funded:

- **Construction readiness and** – What alternative criterion might be considered for non-infrastructure or plan projects? Or, is the purpose to prefer infrastructure projects over NI and plans?
- **Highest score on Question 1 and**
- **Highest score on Question 2**

MINOR EDITS/TYPOS:

pg. 4, subsection 7:
(1st sentence) …community-wide active transportation plans

(3rd paragraph) – reiterate that this funding is available for DACs (only). For example,

The first priority for the funding of plans will be for cities, counties, county transportation commissions, regional transportation planning agencies, MPOs, school districts, or transit districts in a disadvantaged community that have neither a bicycle plan, a pedestrian plan, a safe routes to schools plan, nor a comprehensive active transportation plan. The second priority for the funding of plans will be for a disadvantaged community(ies) in cities, counties, county transportation commissions, regional transportation planning agencies, or MPOs that have a …

pg. 5, subsection 9:
2nd-to-last bullet: [typo]

Private nonprofit tax-exempt organizations may apply for projects eligible for Recreational Trail Program funds for? recreational trails and trailheads,…

pg. 9, subsection 13-E:
Does this refer to plans that ATP will fund, or plans in general? If this it is what ATP will fund, add that only disadvantage communities are eligible for such funding.

E. Active Transportation Plan
A city, county, county transportation commission, regional transportation planning agency, MPO, school district, or transit district may prepare an active transportation plan (bicycle, pedestrian, safe-routes-to-school, or comprehensive). …
An active transportation plan must include, but need not be limited to, the following components or explain why the component is not applicable:

pg. 12, subsection 15:
Projects not selected for programming in the statewide competition must be considered in the large MPO-run competitions or the state-run Small Urban and Rural competitions.

pg. 18, section VI:

Any scope changes must be presented to Caltrans for consideration prior to allocation. Caltrans will ~~make a~~ recommend~~ation of~~ approval or denial to the Commission for final approval. Scope changes that result in a decrease of active transportation benefits may result in ~~removal~~ removing the entire project from the program.

pg. 21, subsection 26:
(first bullet) Is this to mean "that is to say" (i.e.), or "for example" (e.g.)?

- Provide statewide program and procedural guidance (i.e. provide project evaluation of materials and instructions), conduct outreach through various networks such as, but not

pg. 22, subsection 26:
(last bullet before subsection 27) – Capitalize technical assistance resource center

February 2, 2016

(transmission via email)

Will Kempton
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Subject: Draft Guidelines Scoring Criteria Active Transportation Program (ATP) Cycle 3

Dear Director Kempton:

I am writing regarding concerns relating to the proposed scoring criteria set out in the draft guidelines for the Active Transportation Program Cycle 3. The Cost-effectiveness and Construction Readiness provides for 10 points to projects which have completed environmental clearance (both CEQA and NEPA) and final design. This level of pre-construction investment presents a significant financial barrier for a community like Farmersville.

Farmersville (population 10,777) is a severely disadvantaged community. Median household income in our City is $32,384, 53% of the statewide average of ($61,094.) Approximately one third of our population (28.7%) is living below the poverty line and we have a high rate of unemployment (19.3%). Given our small population and low-income status of most residents, **revenue streams are limited to support necessary infrastructure improvements**. The City does not have funds available to complete costly pre-construction tasks, particularly for a project that may or may not receive implementation funds in a highly-competitive grant cycle.

Farmersville's Cycle 2 application to ATP was for an important Safe Routes to Schools project that will provide sidewalks and bicycle lanes on the main roadway leading to our multi-school campus. Our application scored well (83 points) but, fell short of the funding cut-off in the Statewide competition. We are eager to submit our project for consideration in Cycle 3 but, are concerned that the construction-readiness scoring criteria will diminish our chances for funding. ATP funding is critical for disadvantaged communities, like Farmersville. Requiring this level of project readiness for the maximum scoring on this section, presents a significant challenge for us. Without grant funding, our infrastructure project cannot be implemented.

Our city leaders urge you and your staff to reconsider the project-readiness criteria scoring so that disadvantaged communities will have equal footing to compete for ATP funding.

Sincerely,

John Jansons
City Manager

Cc: Laurie Waters, CTC Associate Deputy Director

909 West Visalia Road ■ Farmersville, CA ■ 93223 ■ (559)-747-0458

ACTIVE TRANSPORTATION PROGRAM
CYCLE 3
NARRATIVE QUESTIONS
Suggestions for Revisions by ATP TAC NIN Sub-Committee
Feb. 2nd, 2016

1. (5 pts) Overall Active Transportation Project Description
Describe overall project/plan description; your agency's qualifications and why you are capable of making these improvements; describe how the program will be sustained;

2. (30 pts) – Transportation Mode Shift

- **Desired increase in walking and biking – especially in students;**
- **Identification of walking/biking routes --improvement of connectivity/mobility.**

A. The Problem. Describe your community and the challenges it faces in relation to increasing active transportation rates. Describe current challenges to connectivity to community hubs and ease of mobility in your community. Include mode data -- current student mode data; any local sources of community mode data; any local bike/pedestrian counts in project area;

B. Project Description. Describe your strategies for increasing walking and biking (especially for students), for identifying routes for pedestrians and cyclists and demonstrate how the project will improve or affect connectivity/mobility in your community.

IN: How many bikes/peds currently use area of interest. How many more are expected to use this area. Defend projections and explain methodology.

PLAN: How will plan specifically target increased bike/ped usage?

NIN: Include school enrollment numbers if a SRTS project. Show how previous programs increased usage. Demonstrate how program will affect bike/ped behavior.

3. **(25 pts) -- Safety**
   - **Reduction in bicyclist and pedestrian injury/fatality.**

A. *The Problem.* Describe current active transportation safety conditions in your project area. Provide baseline crash data from SWTRS, TIMS, OTS and any local sources.

B. Project Description. How will your project/plan improve bike/ped safety in your area?

IN: Identify countermeasures included in project that will address type of collisions reported at the project area. Describe how your project will reduce speed or volume of motor vehicles, improve sight distance and visibility, Improve compliance with local traffic laws, Eliminate behaviors that lead to collision, Address inadequate traffic control devices, bicycle facilities, crosswalks or sidewalks.

PLAN: Plans should have systematic method for identifying safety hazards. Describe hazards and how plan will mitigate against them or countermeasures that will be implemented.

NIN: Describe how the program educates and encourages safe behavior amongst all road users.

4. **(10 pts) – Public Health**
   - **Improvement in public health – especially in students;**

A. The Problem. Describe your community's health challenges as they relate to active transportation. These can include statistics on obesity, asthma factors and general air quality.

B. Project Description. Describe how your program/plan will address and improve these health challenges.

IN/PLAN/NIN: Utilize public health data available from your local health department. Demonstrate how positive health outcomes will result from your project/plan.

4. **(5 pts) – Disadvantaged Communities**
    - **Service of low-income communities and otherwise defined 'disadvantaged communities';**

A. The Problem. Is your community considered 'disadvantaged' based on the criteria listed below? If so, what percentage of your plan/project will benefit this community?

B. Project Description. Describe how your program/plan will address the needs of the project area's 'disadvantaged community'?

IN/PLAN/NIN: Utilize options 1 through 4 to demonstrate disadvantage community status. Describe how your project/plan will specifically impact a low income population.

5. **(15 pts) – Pubic Participation**
    - **Providing projects that have public support and endorsement**

A. Describe in detail and provide documentation indicating how the community was involved in selecting projects or if a plan, how process will involve the public. Who was involved in identifying the selected projects? Describe the feedback and plan for future engagement with the public throughout the project.

6. **(10 pts) – Cost Effectiveness**
    - **Providing projects that use public funding efficiently and weighs the relative costs and outcomes (effects) of two or more alternatives.**

A. Describe the other considered alternatives and show how the cost/outcomes were related. Why does your project have the best cost/outcome ratio?

7. **(5 pts) – Leveraging Non-ATP Funds**
    - Projects with demonstrated funding score higher

From: Victoria Cacciatore
To: Waters, Laurie@DOT
Subject: comment from today"s workshop
Date: Wednesday, February 03, 2016 3:56:25 PM

Hi Laurie,

Stephen didn't read my comment off and I wanted to make sure it was part of the ongoing conversation as you revise the Guidelines:

> In favor of 0-5 points (instead of 0-10) and scaling those available points: decreasing the DAC allows more of a focus on project performance and benefits instead of location, which would better help the ATP achieve goals such as increasing biking & walking, increasing safety, and reducing greenhouse gas emissions. Additionally, DAC status is not a guaranteed indicator that the community wants or needs the project, yet it is being used to award finite active transportation dollars.

Talk to you soon,
Victoria

From: Benjamin Giuliani
To: Waters, Laurie@DOT
Cc: Gabriel Gutierrez
Subject: Disadvantaged scoring
Date: Thursday, February 04, 2016 9:01:02 AM

Hi Laurie

First of all, I don't envy your task. These phone calls are like herding cats. Thank you for your patience.

This isn't an official response from TCAG, I'm just throwing this out there since it sounded like you haven't received too many specific suggestions yet:

1 pt for qualifying as disadvantaged for any one option out of options 1-4

4 pts for qualifying as severely disadvantaged under 2 of the first 3 options. For example, a non-SRTS project would have to show both 60% income and 10% enviro screen. A SRTS project could show 60% income and 90% school lunch program or 10% enviro screen and 90% school lunch program. I liked the suggestion on the last call that if an applicant has to resort to option 4 then the severely disadvantaged points would not apply.

2 pts max for project location in a disadvantaged community (keep existing question in draft questionnaire)

3 pts max for showing direct and meaningful benefit (keep existing question in draft questionnaire)

A disadvantaged project would have a max of 6 points and a severely disadvantaged project would have a max of 10 points.

Regards
Ben

February 5, 2016

Laurie Waters, Associate Deputy Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814
laurie.waters@dot.ca.gov

VIA E-MAIL

Re: Disadvantaged Communities Recommendations for the Active Transportation Program (ATP) Cycle 3 Guidelines & Application

Dear Ms. Waters,

On behalf of the undersigned organizations, we commend the California Transportation Commission (CTC) and your leadership in the implementation of the Active Transportation Program (ATP) as a comprehensive statewide commitment to expand safe, active travel--especially for disadvantaged communities, schools, and residents. Below, we outline several recommendations to strengthen the program to maximize the benefits of the program for all Californians:

Recommendation 1: Adjust Disadvantaged Communities Definitions to Include 'Severely Disadvantaged' Tiered Category

This recommendation builds on the existing definitions for disadvantaged communities in the ATP Guidelines, but for each of the current definitions we recommend awarding points based on two lower thresholds that represent deeper levels of disadvantage. Creating an additional tier of disadvantage severity enables the CTC to ensure even greater competitiveness for the highest-needs communities in the state.

For the statewide median household income (MHI) disadvantaged community (DAC) metric, we recommend allowing unincorporated communities to utilize the Census Designated Place (CDP) geography for their MHI data in lieu of Census tract data, while communities with population under 15,000 should be allowed to use Census block groups for MHI data. This would address most concerns from smaller communities that their low-income status is obscured by higher income communities in the same Census tract. We **recommend establishing <60% statewide MHI as the threshold for severely disadvantaged**.

We **recommend retaining the CalEnviroScreen (CES) 2.0 Top 25%** as a DAC metric. One of the primary goals of the program is to reduce greenhouse gas emissions through investments in active transportation, and the CES metric aligns with the Senate Bill 535 requirements for Greenhouse Gas Reduction Fund (GGRF) Programs. The initial intent of the Brown Administration in creating the ATP was to increase funding for the program in future years, at least in part with GGRF monies. As a severely oversubscribed program, the Program's use of CES should be maintained to ensure eligibility for receiving additional monies through the GGRF. We **recommend establishing CES top 15% as the threshold for severely disadvantaged**.

We **strongly recommend revising the Free or Reduced-Price Meals (FRPM) DAC criteria to be restricted solely to Safe Routes to Schools** projects. In the past two cycles, our collective experience as evaluators strongly indicates that many applicants are not providing adequate justification for how the FRPM metric is representative of their community, yet are awarded full points. In other instances, we've seen applicants use this metric, yet neglect to describe the benefits provided to the school populations cited in their applications. To close this loophole, we strongly urge you to limit the use of the FRPM to only Safe Routes to School projects (including Safe Routes to bus stops projects in rural areas). We also **recommend establishing >85% FRPM participation as the threshold of severely disadvantaged**.

For the fourth DAC metric, we strongly recommend the adoption of additional safeguards to prevent abuse of this option. The original intent of this option has always been to allow for data-poor communities whose DAC status may be obscured by the large-scale nature of data sets to provide localized quantitative or qualitative data to make their case. Data aggregated at the Census tract or block group level can, at times, be inaccurate for small unincorporated communities (i.e. the combination of data from a small low-income neighborhood with data from a nearby higher-income community can mask small, concentrated pockets of poverty). Consequently, some small communities have collected their own data through quantitative neighborhood-level surveys. This option has never been meant to be a free for all for applicants to stretch the truth.

Accordingly, the **Guidelines should limit the use of this option only when there is concern about accuracy of the publicly available data and only by small unincorporated communities**. This practice is already being used in a number of State infrastructure programs, in particular in the State Drinking Water and Clean Water Revolving Fund. The CTC should provide clear and unambiguous training to evaluators in order to properly evaluate projects using this option. Alternatively, all projects utilizing this option could be pre-screened by CTC staff for a determination of DAC status. Additionally, we **recommend the Guidelines to explicitly allow for the consideration of regionally-identified "disadvantaged communities" by an MPO or RTPA** in an adopted Regional Transportation Plan in accordance with federal Title VI requirements. We suggest the following safeguards be added to limit abuse of this option:

"If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria **due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area**, 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~~, **such as a neighborhood-level survey, to demonstrate that the community's median household income is at or below 80% of the state median household income.**

Regional definitions of disadvantaged communities as adopted in a Regional Transportation Plan (RTP) by an MPO or RTPA per obligations with Title VI of the Federal Civil Rights Act of 1964, such as "environmental justice communities" or "communities of concern," may be used in lieu of the options identified above."

Recommendation 2: Retain Full 10 Points for Disadvantaged Communities, Focus on Direct Benefits, & Employ Tiered Scoring Approach for Severely Disadvantaged Communities, &
We **strongly urge the CTC to retain the full 10 points for the disadvantaged communities** section while tightening up the requirements to qualify and providing more points for the most severely disadvantaged communities in the state. Providing dedicated points to disadvantaged communities helps these communities overcome the difficulties presented by lack of matching funds and/or funds to develop, adopt, and implement plans. We believe that by employing a tiered scoring approach for the DAC section will limit opportunities for abuse and stretching the truth. In line with Commissioner Burke's direction, we **strongly recommend that ALL projects seeking DAC points be required to demonstrate how it provides a direct benefit as a threshold** in order to receive any "located within" points. We propose the following breakdown for 10 DAC points:

- Threshold Requirement: Project must provide at least one (1) substantiated direct benefit to DAC residents in order to receive any DAC points.

- 3 points for direct project benefits for disadvantaged residents, with a maximum of 2 points for projects providing a direct, assured, and meaningful benefit to a disadvantaged community and a maximum of 3 points for projects providing a direct, assured, and meaningful benefit to a severely disadvantaged community;
- 7 points maximum for a project being physically located within a DAC with more points awarded to the severely disadvantaged thresholds we recommend above.

For a project to provide any DAC points, it must demonstrate how it provides at least one (1) a direct, meaningful, and assured benefit (examples further described below). For projects serving disadvantaged communities, applicants should be awarded 1 point for providing two (2) or more direct benefits and 2 points for providing three (3) or more. For projects serving severely disadvantaged communities, applicants should be awarded 2 points for providing two (2) or more direct benefits and 3 points for providing three (3) or more. For projects serving both disadvantaged and severely disadvantaged communities, scoring will be based on the tier (disadvantaged v. severely disadvantaged) in which 51% or more of the project's location or services are rendered.

Applicants should be required to clearly demonstrate, document, and substantiate how the project is addressing a community-identified mobility, safety, employment/economic, public health and/or community-vitality barrier and/or need, as well as how DAC residents were directly engaged to identify and develop solutions to overcome barriers/needs. Examples of direct benefits could include:

- Mobility Benefit
    - Removes or mitigates DAC resident-identified physical barrier to walking and/or biking (e.g., installs sidewalks or bike lanes on routes DAC residents use to access community services and schools);
    - Removes or mitigates DAC resident-identified social barrier to walking and/or biking (e.g., provides culturally and linguistically appropriate pedestrian and/or bicycle safety education)
    - Removes or mitigates DAC resident-identified economic barrier to walking and/or biking (e.g., providing free bicycles, helmets, or locks to DAC-residents)
    - Addresses lack of existing active transportation infrastructure that pose safety and health hazards to DAC residents (i.e. curb expansion, sidewalks and bike lane implementation to facilitate access to community-identified resources)
- Safety Benefit
    - Addresses DAC resident-identified traffic safety concern (e.g., high traffic speeds, lack of physical separation, etc.)
    - Addresses DAC resident-identified personal safety concern (e.g., inadequate lighting, community violence, few eyes on the street, etc.) Example mitigations

include, community walking clubs and adequate lighting to ensure that the community's significant number of residents that have nontraditional employment schedules will be able to access the project at night.

- Employment/Economic Benefit
  - Improves non-motorized access for an identified DAC population served by the project to job centers–which may include public or private employment and at schools with job centers–where they are demonstrated to work
  - Improves non-motorized access by an identified DAC population served by the project to public transportation that takes them to job centers–which may include public or private employment and at schools with job centers–where they are demonstrated to work. These improvements should be specifically identified by the DAC population served.
  - Utilizes targeted local hiring or community workforce agreements to benefit an identified DAC population in project construction/implementation
- Public Health
  - Increases non-motorized access by DAC residents to parks and open space within walking/biking distance from their homes
  - Directly addresses a key health disparity experienced and identified by DAC residents in the project vicinity (e.g., project constructs walking path and hosts culturally and linguistically competent walking clubs targeted to residents at risk of diabetes or heart disease).
- Community Vitality
  - Addresses DAC resident-identified safety concerns regarding blight (e.g., project includes component to enable youth to paint community murals of pedestrian and bicycle safety messages along the project's proposed project ROW)
  - Increases non-motorized access by DAC residents to public spaces (e.g. plazas, parklets, etc.) within walking/biking distance from their homes

For scoring a project's location within a DAC, we propose using the following tiered scoring system up to a maximum of 7 points, wherein projects that are located within severely disadvantaged communities would receive more points. Projects that cross the boundaries of multiple census tracts or serve multiple schools might receive partial points for each part of the project, based on the percentage of the project in each tract. Because it is difficult to justify how a project with less than 10% of its length or services truly provides a direct as opposed to indirect benefit, we **recommend establishing a minimum of 10% of a project's length or services to be located in/provided to a DAC in order to receive any points for being "located within."**

	DAC Criteria	
% Project Located within DAC	**Disadvantaged: <80% MHI; or Top 25% CES; or >75% FRPM (SRTS Only)**	**Severely Disadvantaged: <60% MHI; or Top 15% CES; or >85% FRPM (SRTS Only)**
10-24%	0.5 point	2 points
25-49%	1 point	3 points
50-74%	2 points	5 points
75-100%	4 points	7 points

To illustrate how this scoring would work in practice, we offer the following examples:

	DAC Criteria			
	Disadvantaged: <80% MHI; or Top 25% CES; or >75% FRPM (SRTS Only)	**Severely Disadvantaged: <60% MHI; or Top 15% CES; or >85% FRPM (SRTS Only)**	**Non-Disadvantaged Community**	**Total Score**
Example 1	50% of project	25% of project	25% of project	5
Example 2	25% of project	25% of project	50% of project	4
Example 3	25% of project	50% of project	25% of project	6
Example 4	25% of project	75% of project	0% of project	7
Example 5	75% of project	25% of project	0% of project	7
Example 6	99% of project	1% of project	0% of project	4
Example 7	30% of project	0% of project	70% of project	1
Example 8	30% of project	10% of project	60% of project	3
Example 9	80% of project	10% of project	10% of project	6
Example 10	60% of project	20% of project	20% of project	4

Lastly, applicants should be required to use the same metric in evaluating DAC status for all Census tracts/block groups/CDPs in the project area. For example, if a project crosses 5 Census tracts and the applicant wishes to qualify for DAC points, then the applicant must use either the statewide MHI of each Census tract/block group/CDP OR the CalEnviroScreen of each Census tract OR the FRPM participation for each Census tract (for Safe Routes to School projects only) OR the regional DAC designation in an adopted RTP for all Census tracts. In the first two cycles, we saw many applications that used one metric for some Census tracts and another for others, making evaluation difficult and the scoring of DAC points open to manipulation.

Recommendation 3: Enable MPO Discretion for Setting Aside Funds for Planning in Disadvantaged Communities

Less than a quarter of cities and counties in California have an adopted pedestrian, bicycle, or combined bicycle/pedestrian master plan. Moreover, only 7.5% of jurisdictions have adopted a pedestrian master plan, and half of our ten largest cities in California lack a pedestrian master plan. The lack of active transportation planning in our state is dire, and this is even more pronounced in our disadvantaged communities. Robust active transportation plans are critical to ensuring that agencies have identified and prioritized high quality, effective infrastructure projects for future funding applications, and planning efforts serve as necessary venues for resident outreach and engagement to identify community-supported needs for active transportation. We **recommend that the Guidelines provide flexibility for MPOs to set higher ceilings or targets for planning in disadvantaged communities** in excess of state's 2% ceiling up to 5% of funds in a regional competition. Additionally, we recommend that the Guidelines clarify that all regional MPO programs should provide no less than 1% of their funds for planning in disadvantaged communities

Additionally, we strongly **recommend that the Guidelines and Application further emphasize that planning funds are reserved for disadvantaged communities**. Priority must be placed on jurisdiction-wide plans or Safe Routes to Schools plan where the entire community qualifies as a DAC or where the entire student population served is eligible for free or reduced priced meals. For plan applications from jurisdictions with a mix of community types or serving a mixed student body, priority must be placed on those jurisdictions that serve 50% or more DAC residents or for Safe Routes to School plans, where over 75% of students qualify for free and reduced price meal.

We thank you for the opportunity to provide feedback on the Cycle 3 Guidelines and Application, and we look forward to working with you to strengthen the Active Transportation Program.

Sincerely,

Jeanie Ward-Waller, Policy Director
California Bicycle Coalition

Wendy Alfsen, Executive Director
California Walks

Veronica Garibay & Phoebe Seaton, Co-Directors
Leadership Counsel for Justice & Accountability

Angela Glover Blackwell President & CEO
PolicyLink

Bill Sadler, Senior California Policy Manager
Safe Routes to School National Partnership

CC:
Laurel Janssen, Deputy Director, California Transportation Commission, laurel.janssen@dot.ca.gov
April Nitsos, Chief, Office of Active Transportation and Special Programs, Division of Local Assistance, Caltrans, april.nitsos@dot.ca.gov

City of Anaheim
DEPARTMENT OF PUBLIC WORKS

February 8, 2016

RECD BY CTC
FEB 17 2016

Caltrans
Malcolm Dougherty, Director
Kome Ajise, Chief Deputy Director
P.O. Box 942873
Sacramento, CA 94273-0001

California Transportation Commission
Lucetta Dunn, Chair
Will Kempton, Executive Director
1120 N Street, MS-52
Sacramento, CA 95814

RE: Recommendations for ATP Cycle 3 Application Cycle

Dear Mr. Dougherty, Mr. Ajise, Ms. Dunn, and Mr. Kempton:

As your agencies begin preparing application materials for Cycle 3 of the Active Transportation Program (ATP), I thought I would share a few recommendations from the Cycle 2 application process. My hope is that some of these suggestions might make the process easier for applicants and reviewers alike.

Cycle 2 applicants had to flip between 5 documents to find the needed information, including: 1) the "Caltrans Local Assistance Program Guidelines, Chapter 22;" 2) the "Active Transportation Program Guidelines;" 3) the "Application Instructions and Guidance for ATP Cycle 2;" 4) the "Active Transportation Program, Cycle 2, Instructions and Guidance for Part B and C Only;" and 5) the "ATP Eligible Non-Infrastructure Activities Document." *One document incorporating all of the key information from these resources would reduce the staff time required.*

Cycle 2 applications required more than 100 hours of staff and consultant time to complete, including applications that were not selected for funding. Perhaps instituting a two-phase application process would be the best way to reduce this burden. During Phase 1, applicants would complete a shorter competitive application. Those recommended for funding could then move on to Phase 2, where they would complete the more administrative tasks and forms. Resources could also be saved by reducing some of hard copy delivery requirements which ran approximately $1,000.

Additionally, I recommend evaluating the scoring process to insure consistency. In Cycle 1, all of our applications ranking very high and were selected for funding. In Cycle 2, our projects and our applications were very similar, however the scores were much lower, and only one was ultimately selected for funding.

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In addition, the three applications we submitted in Cycle 2 were very similar to each other (some portions were nearly identical), and yet the scores varied significantly. The process should be reviewed for any ambiguities in the evaluation process and/or directions to evaluators on how to assign points.

The City of Anaheim would be happy to participate in an application and process review. We look forward to the opportunity to apply for funding again this spring, and thank you in advance for considering our suggestions.

Sincerely,

Natalie Meeks
Public Works Director
City of Anaheim

Laurel

City of Fontana
CALIFORNIA

February 10, 2016

Malcolm Dougherty, Director
Kome Ajise, Chief Deputy Director
Caltrans
P.O. Box 942873
Sacramento, CA 94273-0001

RECD BY CTC
FEB 17 2016

Lucetta Dunn, Chair
Will Kempton, Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: Suggestions for Improving/Streamlining the ATP 3 Application Process

To: Mr. Dougherty, Mr. Ajise, Ms. Dunn, and Mr. Kempton:

On behalf of the City of Fontana, I am excited to hear Cycle 3 of ATP funding may be forthcoming. Our City relies heavily on grant funding to undertake projects that go beyond simple maintenance, and involve state-of-the-art technology or practices to ensure safety of our residents. Encouraging active transportation is especially important to our City, as we diligently promote the efforts of our Healthy Fontana Initiative.

My concerns during Cycle 2 are primarily related to the burden placed on cities at the time of the initial application. Like many cities, Fontana has faced extreme budget cuts in recent years, resulting in smaller, overburdened staff. Funding for external consultants are also scarce. Both of these limited resources were overtaxed during Cycle 2. To streamline the process, I would recommend two key actions:

1. Create one document that can serve as the guidance for ATP. In Cycle 2, there were five (5) different documents our staff had to reference regularly. Just finding the right document to reference was time consuming.
2. Create a two-phase application process. If our application is going to be competitive, that could seemingly be determined with very little documentation or forms. Limiting the application in phase 1 to the details that are critical for making a short list of competitive application, and saving the administrative forms for phase 2 applicants would be a welcome change by all applicants, and probably by reviewers as well. This would also help to cut down tremendously on production costs, which became burdensome (color copies, tabs and bindings meant printing bills near $1,000).

In addition to suggestions on the application, I would also recommend revisiting the review process and evaluation criteria, to ensure evaluators clearly understand how to assign points. The variance in scoring on our Cycle 1 and Cycle 2 was surprising. It is challenging to write a successful application if all reviewers are not stringently using the same rubric to evaluate them.

I hope these recommendations are useful to you as you begin preparing for Cycle 3. I am grateful for the opportunity to express these concerns to you. Should you have any questions, please contact Noel Castillo, Engineering Manager at (909) 350-7632.

Sincerely,
Department of Engineering

Ricardo Sandoval
Director of Engineering/City Engineer

Orange County Transportation Agency
February 10th, 2016

ATP Cycle 3 Comments

General/Policy Comments

Page	Section	Comment
1, 2		Support delay release of Cycle 3 to 2017 or 2018. Allows more time for agencies to complete Cycle 1 and 2 projects and prepare for future Cycle 3.
4		Support increasing planning set aside from 2% to 5% in the statewide call. The limitation of Plans at 2% of funding limits creation of future projects given the high demand for funding plans during the prior two cycles.
N/A	N/A	Need to include Federal Finance letter in the documents/LAPG/LAPM specific to ATP.
N/A	N/A	CTC and Caltrans need to create a solution to address Federal Transportation Improvement Program (FTIP) Transportation Control Measures (TCM) committed projects. Most ATP projects are TCM committed, requiring applicant agencies to deliver the project within a time frame. If a project is cancelled or delayed, the Regional Transportation Planning Agencies (RTPA) are responsible to replace the cancelled project with a project that provides similar benefits. The RTPAs should not be responsible for delivery and replacement of cancelled or delayed ATP TCM projects that are out of RTPAs control. FTIP programming tools such as the Expedited Project Selection Process (EPSP) should be allowed, which would allow the Metropolitan Planning Organization (MPO) to program funds in a later year in the FTIP than what is programmed through the CTC action.
N/A	N/A	Support including traffic signals specific to a bike boulevard project as an eligible project. The signal should not be limited to satisfying traffic signal warrants.

Guideline Comments

Page	Section	Comment
6	11	Support allowing all agencies to apply for planning funds. Do not limit planning funds to disadvantaged communities.
9	13	Section B states "For a project to contribute toward the Safe Routes to School funding requirement..." Review if the mention of a "funding requirement" is legacy text from Cycle 1 which included a minimum distribution of funds

		towards SRTS projects, but was eliminated in Cycle 2 and doesn't appear in Cycle 3 Guidelines.
11	14	Support deletion of requirement that hard copies of the application be submitted given the considerable expense and difficulty. Additionally, digital submittals have been deemed acceptable for other similar grant programs such as the Caltrans Sustainable Transportation Planning Grant Program and the Office of Traffic Safety Grant Program.
14	18	Support the change from 10 to 5 points under the Disadvantaged Communities question.
15	20	To improve scoring consistency and avoid perceived bias; modify the project evaluation committee to include more than 2 reviewers. Local jurisdictions have provided input that the limited number of reviewers seem to provide varying scoring results when comparing projects that applied for both Cycle 1 & 2 funding calls.

Application Comments

Page	Section	Comment
2	Part B	Include short description of project/project summary.
7	Part B, 5	Support CTC proposal to reduce Question 5 Benefit to Disadvantaged Communities from 10 to five points. Many agencies are adversely affected by the disadvantaged community requirement, which discourages agencies from applying for funds. Legislatively, only 25% percent need to go towards disadvantaged communities. The previous cycles included 80%+ of projects in disadvantaged communities.
9	Part A, 6	Given that Question 6 item C is now deleted, modify Item A to include direction that the applicant must use the Caltrans provided B/C Tool.
9	Part B, 6	Provide mechanism to evaluate "readiness" for Eligible Projects categories Plans and Non-Infrastructure Project.
9	Part B, 6	Consider adding CEQA/NEPA together as one category. Most projects will not have NEPA completed before applying, and some projects will be state only funded.
13	Part C	Provide a matrix illustrating which of the documents/exhibits/attachments are required for each eligible project type to avoid confusion during application submittal. A table would include the Attachment item as rows, and the Eligible Project as columns, with a check mark indicating inclusion is needed.
13	Part C	Modify detail on Attachment G to indicate a cost estimate should be provided for all eligible projects to help evaluate

		the scope/fee of the proposed project is realistic and feasible.
13	Part C	Define "Non-Infrastructure Elements", and clarify if Plans that conduct public engagement and other activities may require completion of Attached H (Form 22-R).

ACTIVE TRANSPORTATION PROGRAM
CYCLE 3
NARRATIVE QUESTIONS
Suggestions for Revisions
Jeanne LePage - Ecology Action
Feb. 10th, 2016

1. (1 pt) Overall Active Transportation Project Description
Describe overall project/plan description; agency qualifications and why this agency and staff are capable of making these improvements; describe how the program will be sustained.

2. (3 pts) Non-Infrastructure and/or Planning Solutions
Does this project have a non-infrastructure (NIN) or planning component? If so, briefly describe what it is. (Projects will receive 3 points if they are NIN or planning stand alone projects or contain NIN or planning components).

3. (30 pts) – Active Transportation Mode Shift Goals

- **Desired increase in walking and biking – especially in students;**
- **Identification of walking/biking routes --improvement of connectivity/mobility.**

A. The Problem. Describe the community and the challenges it faces in relation to increasing active transportation rates. Describe current challenges to connectivity to community hubs and ease of mobility in community. Include data -- current student mode data; any local sources of community mode data; any local bike/pedestrian counts in project area – to support description.

B. Solution. Describe strategies for increasing walking and biking (especially for students), for identifying routes for pedestrians and cyclists and demonstrate how the project will improve or affect connectivity/mobility in this community.

IN: How many bicyclists/pedestrians currently use area of interest. How many more are expected to use this area. Defend projections and explain methodology.

PLAN: How will the plan specifically target increased bicycle/pedestrian usage?

NIN: Include school enrollment numbers if a SRTS project. Describe why this project will result in increased active transportation. Show how similar

programs have increased usage. Demonstrate how program will affect bicyclist/pedestrian behavior.

4. **(25 pts) – Safety Goal**
    - **Reduction in bicyclist and pedestrian injury/fatality.**

A. *The Problem*. Describe current active transportation safety conditions in project area. Provide baseline bicycle and pedestrian crash data from SWTRS, TIMS, OTS and any local sources.

B. Solution. How will proposed project/plan improve bike/pedestrian safety in project area?

IN: Identify countermeasures included in project that will address type of collisions reported at the project area. Describe how project will: reduce speed or volume of motor vehicle; improve sight distance and visibility; improve compliance with local traffic laws; eliminate behaviors that lead to collision; address inadequate traffic control devices, bicycle facilities, crosswalks or sidewalks.

PLAN: Plans should have systematic method for identifying safety hazards. Describe hazards and how plan will mitigate against them or countermeasures that will be implemented.

NIN: Describe how the program educates and encourages safe behavior amongst all road users.

5. **(10 pts) – Public Health Goal**
    - **Improvement in public health – especially in students;**

A. The Problem. Describe project area community's health challenges as they relate to active transportation. These can include statistics on obesity, asthma factors and general air quality.

B. Solution. Describe how proposed program/plan will address and improve these health challenges.

IN/PLAN/NIN: Utilize public health data available from local health department. Demonstrate how positive health outcomes will result from project/plan.

6. **(7 pts) – Disadvantaged Communities Consideration**
   - **Providing projects to low-income and otherwise defined 'disadvantaged communities';**

   A. The Problem. Is your community considered 'disadvantaged' based on the criteria listed below? If so, what percentage of your plan/project will benefit this community?

   B. Solution. Describe how your program/plan will address the needs of the project area's 'disadvantaged community'?

   IN/PLAN/NIN: Utilize options 1 through 4 to demonstrate disadvantage community status. Describe how your project/plan will specifically impact a disadvantaged community.

7. **(15 pts) – Public Participation Consideration**
   - **Providing projects that have public support and endorsement**

   A. Describe in detail and provide documentation indicating how the community was involved in selecting projects or if a plan, how process will involve the public. Who was involved in identifying the selected projects? Describe the feedback and plan for future engagement with the public throughout the project.

8. **(5 pts) – Cost Effectiveness Consideration**
   - **Providing projects that use public funding efficiently and weighs the relative costs and outcomes (effects) of two or more alternatives.**

   A. Describe the other considered alternatives and show how the cost/outcomes were related. Why does this project have the best cost/outcome ratio?

9. **(0-5 pts) – Leveraging Non-ATP Funds**
   - Projects with demonstrated funding score higher – show what portion of project budget is leveraged by outside funding. (Points dependent on % of project funded by outside funds).

Riverside Department of Public Health

ACTIVE TRANSPORTATION PROGRAM
CYCLE 3
NARRATIVE QUESTIONS

Suggestions for Revisions
Version B
February 13

I. PROJECT INFORMATION

A. **Project Location**
B. **Project Description** (*max 100 words)*

II. PROBLEM STATEMENT (35 POINTS)

A. **Traffic Injuries/Fatalities** (10 *points)* - Describe the plan/program influence area or project location's history of collisions resulting in fatalities and injuries to non-motorized users and the source(s) of data used (e.g. collision reports, community observation, surveys, audits).

B. **Public Health** (10 *points)* – Describe the health challenges of the targeted users of the project/program/plan as they relate to active transportation. (Issues may include rates of obesity, diabetes, other chronic illness due to physical inactivity, asthma rates, etc.).

C. **Disadvantaged Communities** (10 *points)* – Describe the plan/program influence area or project location's service to disadvantaged communities based on the criteria listed below? (Poverty level, air quality, etc.) What percentage of your plan/project will benefit this community?

D. **Other/Personal Safety** (*5 points)* – Describe the plan/program influence area or project location's history of crime as it relates to non-motorized users and the source(s) of data used (e.g. violent crime statistics, community observation, surveys, and audits).

III. PROPOSED SOLUTION (40 POINTS)

1. **Strategies** (*20 points*) – Describe how the applicant agency will work to solve the problem(s) identified above with regards to increased active transportation through improved connectivity, mobility, safety and air quality.

2. **Public Participation** (*10 points)* – Describe the community based public participation process that culminated in the project/program proposal or will be utilized as part of the development of a plan.

3. **Agency qualifications** *(5 points)* – Describe past grant performance, current projects, leverage, etc.

4. **Program Outcomes** (*5 points*)
    1. **Evaluation** (*Non-Infrastructure and Plans only*) - Describe the plan for evaluating the project.
    2. **Cost Effectiveness** (*Infrastructure only*) - B/C Tool

IV. PERFORMANCE MEASURES (*20 POINTS*)

A. **Goals and Objectives:** State the goals and objectives in measurable terms that relate directly to the identified problem(s). The objectives should be concise, address specific issues, and be realistic with a reasonable probability of achievement.

- **Method of Procedure (*Infrastructure only)*** – State goals and objectives that relate directly to the identified problem(s). List method of procedure/phases, timeline (include Gantt chart).

- **Scope of Work (*Infrastructure only)*** – List objectives, activities, timeline, and deliverables. (Include Scope of Work chart).

V. USE OF CALIFORNIA CONSERVATION CORPS (CCC) OR A CERTIFIED COMMUNITY CONSERVATION CORPS *(0 to -5 points)*

From: Victoria Cacciatore
To: Waters, Laurie@DOT
Cc: Renee DeVere-Oki
Subject: Last round of comments on the draft ATP Guidelines
Date: Monday, February 22, 2016 4:34:18 PM

Hi Laurie,

Thanks for the opportunity to work on the draft Guidelines. We at SACOG appreciate this chance to provide input to help the program grow stronger and more efficient at achieving its goals. Thank you also for your collaboration with Caltrans to streamline the application and eliminate redundancy in questions and the points awarded for different metrics. Here are our last couple of points for your consideration as you develop the final version of the Guidelines for CTC adoption:

Scoring criteria

- We support CTC's efforts to recognize where there may be a duplication of awarding points for specific criteria, such as the potential for overlap in points designated for disadvantaged community benefit and for public participation, cost effectiveness (by way of the consideration of alternatives) and planning, and the potential of double counting a benefit to disadvantaged communities if the public health criteria was measured solely on quantitative data from available tools.
- We support focusing ATP funds on high performing projects with the greatest potential to increase biking and walking throughout the state, and increasing the safety of active transportation users. To that end, we support CTC's proposed adjustment of points awarded to the "public participation and planning" criteria from 15 to 10, and previous discussions to adjust the points awarded to projects demonstrating a disadvantaged community benefit from ten points to either five points or zero points. If any additional points (beyond what is currently reflected in the draft Guidelines) were to be freed up through reduction of points in some categories, we would encourage CTC to augment the points awarded towards performance-driven metrics, such as the increasing biking and walking metric.
- We encourage continued evaluation of including an assessment of how proposed projects contribute towards regional GHG reduction strategies.
- Please consider whether the criteria for "Prior ATP funding award" could be expanded to "prior federal funding award", as projects with pre-construction phases funded with CMAQ dollars or other federal dollars face the same risk of losing the money if the project is not built within a limited amount of time. Another option would be to combine this metric with the fund leveraging category and clarify that it includes money spent across all project phases for the ATP-specific scope, even if the project is only applying for construction funding.

Other Guidelines Comments

- Under Section VI Allocations, please include some language that would describe the

MPO's role for scope changes taking place prior to allocation; an example might be (new text in italics): "Any scope changes must be presented to Caltrans for consideration prior to allocation. *Projects selected through the MPO ATP will need to be approved by the MPO consistent with the MPO's process for approving scope changes on competitively awarded projects.* Caltrans will make a recommendation of approval to the Commission for final approval. Scope changes that result in a decrease of active transportation benefits may result in removal from the program." Language related to this new text may need to be added to Section VIII Roles and Responsibilities for both Caltrans and MPOs with Large Urbanized Areas.

Evaluation Process and Application

- For any proposed methods to determine "direct benefits" to disadvantaged communities, we encourage CTC and/or the ATP DAC subcommittee to test the methods on projects awarded through prior rounds to verify the proposal does not overly complicate the application process.
- We encourage CTC to add scorers to the process so each application is reviewed and scored by, at minimum, three evaluators from diverse areas of expertise applicable to active transportation.

We are happy to work with you to provide any data (and assistance, when possible) for the Sacramento region that may be of help should you want to further analyze how altering the points awarded to DAC-benefiting projects would impact the ATP, or to examine any other parts of your program. We also look forward to working with Caltrans to streamline the application and refine it into the most helpful tool for evaluators while bringing the level of effort/resources/time needed for project sponsors down to an appropriate level.

Regards,

Victoria S. Cacciatore
Active Transportation Analyst
Sacramento Area Council of Governments
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Make our region a better place to bike!

From: Jesse Robertson
To: Waters, Laurie@DOT
Cc: dowp@dow-associates.com; "Lisa Davey-Bates"
Subject: Comments on the 2017 Active Transportation Program Guidelines
Date: Monday, February 22, 2016 5:04:54 PM

Laurie,

Thank you for offering ample opportunity for input into the 2017 Active Transportation Program Guidelines.

Lake APC staff called into all four of the ATP Guidelines workshops and I, for one, would like to thank you for retaining the 10 points for Disadvantaged Communities. I agree with an assessment that you made at the Fresno workshop in which you acknowledged that the majority of participants and a majority of the State supported a scaled approach for awarding as much as ten points to the most disadvantaged communities. This approach is not expected to preclude more affluent parts of the State from competing for discretionary funds and it helps to offset the five points awarded for the leveraging of funds for those communities lacking funds to match.

We recognize the importance of geographic equity to some degree, whether targeted or not, and making sure that each region has opportunities to receive funding. The evaluation and scoring criteria that is assigned to the evaluators may offer another opportunity to address both inaccurate assertions on behalf of the applicants and recognizing consistency with program goals in terms of the different contexts due to regional variation.

Feel free to call on me; I will offer to volunteer to assist however I can.

Jesse Robertson, Senior Transportation Planner
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CALIFORNIA RURAL LEGAL ASSISTANCE, INC.
FIGHTING FOR JUSTICE, CHANGING LIVES
SINCE 1966

Ms. Laurie Waters, Active Transportation Plan Coordinator
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

February 22, 2016

Dear Ms. Waters:

California Rural Legal Assistance has represented low income people and farmworkers residing in rural disadvantaged and disenfranchised communities for fifty (50) years. We submit these comments on the 2017 ATP guidelines in order to ensure that these communities are treated fairly throughout the ATP competition and/or funding process.

Section 13(A), Page 8: Disadvantaged Communities

There are four potential means by which a project site can be considered a "Disadvantaged Community". The first three (3) options appear to be fairly standard and empirical methods by which economic disadvantage can be approximated. The fourth option is unwieldy and appears to allow for approval of communities that are not really disadvantaged.

One commentator during the teleconferences hosted by the CTC suggested that being the least wealthy neighborhood within an otherwise affluent area could lead residents in that neighborhood to be "living as if poor" relative to their more affluent neighbors. The goal of the ATP is to benefit California's Disadvantaged Communities, so priority should be given to areas where median incomes are extremely low, subsidized school meal utilization is high, and there is substantial environmental burden.

The use of "regional definitions of Disadvantaged Communities" as adopted by the various regional transportation planning agencies also is problematic. The state should closely scrutinize those regional definitions if it is going to use them. Many rural Disadvantaged Communities have been disenfranchised from the process of participating in public decision making in local and regional agency processes. Many residents in these communities are unlikely to be aware of the existence of the multiple layers of administrative agencies that play a role in transportation planning. They also do not have ready access to public hearings, outreach is lacking, language access often is not made available and hearings are not conveniently scheduled.

It often is this disenfranchisement that has contributed to the disparity in the provision of transportation infrastructure and services for Disadvantaged Communities.

The regional definition option mentions Title VI obligations, but there is no apparent mechanism by which Title VI compliance can be determined.

Lastly, the last full paragraph of this section allows MPOs to utilize criteria different from that adopted by the Commission in determining which projects benefit Disadvantaged Communities, as long as the criteria are approved by the Commission.

The CTC should independently assess whether the alternative criteria lead to new disparities in the provision of transportation infrastructure or services or further perpetuate existing disparities in violation of Title VI and the purpose of the program. The CTC also should require that those alternative criteria are subject to public comment and review prior to approval by the CTC. .

Section 13(E), Pages 10-11: Active Transportation Plan in Disadvantaged Community

This section sets forth the general components of an active transportation plan. However, the title of the section seems to indicate that the ensuing list of required components will be particularized to the needs of Disadvantaged Communities.

There is only one mention of Disadvantaged Communities among the required components. It reads, in its entirety, as follows: "[a] description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities."

Public involvement in governmental decision making and planning is far from certain in disadvantaged communities and simply providing a description of the community involvement in development of the plan does nothing to increase actual public participation.

A rote recitation of the dates, times or attendance in public meetings would do little to describe the actual extent of community involvement within a Disadvantaged Community. This section does little to ensure that the actual needs of the Disadvantaged Community were actually received, considered and/or incorporated into the ultimate Plan.

A posted notice of a meeting or an announcement in a newspaper of general circulation will not be sufficient to ensure participation of the residents in a Disadvantaged Community; much less garner the community's input with respect to its transportation deficits. Access must be ensured, language access must be provided, education and outreach must be conducted, all meeting and hearing schedules must be convenient, trusted community organizations must be involved. Meaningful community input is required.

The CTC should provide guidance and required criteria requiring and demonstrating meaningful public participation in the planning process. Among other things, the CTC can and/or should consider the following.

1. The day, time and location of the meetings held;
2. The number of community residents attending the public meetings;

3. The extent of outreach efforts to make Disadvantaged Community members aware of the opportunity to provide, and the need for, their input in the planning process;
4. The use of translated materials;
5. The use of interpreters;
6. A detailed statement and/or analysis as to how the Plan will resolve and/or eliminate transportation deficits in Disadvantaged Communities.
7. A description of the input and/or comments received from community members as well as a statement of how the input/comments were addressed in the plan or an explanation regarding why they were not addressed.
8. A description of any community education events conducted by the jurisdiction, along with copies of any materials prepared for the purposes of informing, educating and/or training Disadvantaged Community members about the ATP.

Section 18, Page 14: Benefit to Disadvantaged Communities

We appreciate that you have restored the points allotted for "Benefit to Disadvantaged Communities," from five (5) to ten (10). However, the criterion goes on to say that "[s]cores will be scaled in relation to the severity of the disadvantaged community affected by the project."

The intent of this language is easily understood: the more disadvantaged a community is, the more points it garners in relation to communities that are disadvantaged to a lesser extent. The provision sets forth no metric by which the scaling is to be accomplished.

However, the risk created is that differing, subjective, opinions regarding the disadvantage suffered in one community versus that of another will lead to inconsistent results among the review teams. Those making the determination (above the MPO level) as to which community suffers the most disadvantage will likely have little to no actual exposure and/or experience in the various and particular challenges faced by each such community.

A community that qualifies as disadvantaged under options one (1) through three (3) should be awarded the entire ten point allotment. If there is to be scaling, however, we suggest that the factors to be considered as well as their relative weights be set forth in the criterion.

In addition, scaling should be done only if an applicant seeks to qualify the project area as a Disadvantaged Community by way of option four (4). That is in addition to the showings already required by option four, an applicant's score on this criterion should be based on whether the community in question is of extremely low income, suffers from exposure to nearby toxic sites or substances, is experiencing some sort of or other EJ disadvantage, is a historically disadvantaged farmworker community, or is an area of concentrated race, ethnicity, or language spoken other than English.

Section 18, Page 14: Public Participation and Planning. (0 to 10 points)

This criterion originally was allotted 0 to 15 points, but that has been reduced to ten (10) points in the second draft of the Guidelines. We suggest that the CTC restore the point allotment to 15 in view of the historical disenfranchisement of Disadvantaged Communities. More points for jurisdictions that seek out and value the input given by members of Disadvantaged Communities would be consistent with the goals of the program and other applicable law.

The criterion relies upon indicia of participation that are not particularly probative of the extent to which the public actually participated in the process. Noticed meetings do not necessarily lead to public participation and input. Consultation with local stakeholders is important, if the stakeholders are reflective of all economic and demographic segments of the community, particularly from disadvantage racial, ethnic, economic, language and other vulnerable groups. The extent to which jurisdictions engage residents in the languages spoken in those communities is particularly important.

The assessment pursuant to this criterion should examine the totality of the circumstances related to an applicant's community outreach efforts. Please see the list in Section 13(E) set forth above.

Section 18, Page 15: Leveraging of Non-ATP Funds (0 to 5 points)

The Guidelines award points for leveraging of non-ATP funds. However in determining the extent to which funds are leveraged, the Guidelines appear to state that in-kind matching is not to be used in this determination. This seems to conflict with the provisions in Section 6, Page 5 of the Guidelines regarding "Matching Requirements." In particular Section 6 of the Guidelines states that the CTC does "not" require matching. However, if an applicant can leverage matching funds it will score more points than an applicant that can only show in-kind matching. Thus the question becomes if a match is not required to begin with, why give applicants that are able to match with funds a competitive advantage over those who can only garner in-kind support? In many rural Disadvantaged Communities, many of the eligible applicants have limited operating budgets and discretionary funds. Therefore, they may only be able to show in-kind support rather than matching funds.

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Lastly, the Guidelines also provide that MPOs "may" require a match if they conduct their own MPO competitive application process. We suggest that the CTC reconsider this, as it may lead to inconsistent results between applicants even within the same MPO jurisdiction. That is, if the CTC does not require a match, but awards points for leveraged funds (and hopefully in-kind matching as well), then MPOs should be required to utilize the same policy and/or scoring criteria.

Thank you,

Alfred R. Hernandez | Program Director
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From: Tyler Summersett
To: Waters, Laurie@DOT
Subject: RE: 2017 ATP Guidelines - Comments
Date: Tuesday, February 23, 2016 9:07:52 PM

Hi Laurie,

Thank you for the breadth and persistence of your outreach.
I have attended many of the workshops and I know that you are faced with a real challenge in responding to and incorporating the many comments, suggestions and input that you receive.

Please accept this email as part of your efforts for comprehensive feedback.

The Tuolumne County Transportation Council is trying to build Active Transportation networks that allow our residents and guests to walk and bike to various destinations within the community. The Council has formalized this commitment in partially funding a position within its staff Planner series to work on moving these types of projects forward.

There have been many planning studies completed, community outreach meetings held, and funding applications filled out.
However, the overall effort is still going backwards. Under previous Federal funding legislation, there were dollars we knew we could bank on (CMAQ, TE) to get bicycle and pedestrian projects built!

The mission of the Active Transportation Program is to increase the percentage of walking and bicycling in California on a day to day basis. However, under the current program, it seems fewer projects are landing on the ground, to support this State goal.

Our suggestion for the ATP is to:

- Increase the points for Question 1 which really gets to the heart of the project initiative- Will the project increase walking and biking (50 points)!
- Reduce points for the # and/or rate of accidents. This has been tricky to quantify and remains quite subjective (10pts). This will create more of a non-motorized STIP program (capacity increasing) and less of a SHOPP program.
- Keep DAC points at 5. Again, another real controversial item, and I know this has taken up a lion's share of the discussion on many occasions, which is interesting considering the relatively low number of overall points (5 points).
- Separate Recreational Trail Program funds out of the ATP and allow State Parks to administer this program. This will allow the program to again fund the type of projects it was initially created to support.

Thanks for considering these bullets and for all your work to coordinate with the many Rural interest groups that are weighing in as part of this process.

Respectfully,

Tyler Summersett

Tyler Summersett
Senior Transportation Planner
Active Transportation/Trail Coordinator
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From: CalRTPA@yahoogroups.com [mailto:CalRTPA@yahoogroups.com] **On Behalf Of** 'Waters, Laurie@DOT' laurie.waters@dot.ca.gov [CalRTPA]
Sent: Tuesday, February 23, 2016 10:55 AM
Subject: [CalRTPA] 2017 ATP Guidelines - Comments

ATP Stakeholders,

Thanks to everyone who has already submitted written comments on the 2017 ATP Guidelines. Several people have requested that I extend the deadline for comments. To accommodate these requests the **deadline to submit written comments on the 2017 ATP Guidelines will be this Thursday, February 25.** Unless you tell me otherwise, I will attach any written comments (emails, letters, etc.) to the agenda item for the March CTC meeting. Thanks, everyone!

Laurie Waters
~~*~*~*~*~*~*~*~*~*~*~*~*~*~*~*~*~
California Transportation Commission
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MERCED COUNTY ASSOCIATION OF GOVERNMENTS

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369 W. 18th Street
Merced, CA 95340

February 24, 2016

Mr. Will Kempton
Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

SUBJECT: 2017 Active Transportation Program Guidelines

Dear Mr. Kempton:

The Merced County Association of Governments (MCAG) thanks you for the opportunity to comment on the **2nd Draft 2017 Active Transportation Program (ATP) Guidelines**, dated February 16, 2016.

MCAG supports the provisions contained within this draft to strengthen the documentation requirements for benefits to a disadvantaged community and to keep the scoring criteria for disadvantaged communities at 0 to 10 points.

Section 13.A – Project Type Requirements – Disadvantaged Communities (pages 8-9)

We support the requirements for verifiable data to assure direct benefits to Disadvantaged Communities. This will help increase benefits to the most disadvantaged, assist reviewers in scoring projects, and limit any potential misrepresentation on this issue by project applicants.

Section 18 – Scoring Criteria (page 14)

We support keeping the range of points available for Disadvantaged Communities at 0 to 10 points, and to scale the number of points awarded in relation to the severity of the disadvantaged community affected by the project.

First, the definition of a Disadvantaged Community is already broad enough to allow for geographic equity: it includes the most disadvantaged 25% according to the CalEnviroScreen tool.

Second, any decrease in the number of points possible for Disadvantaged Communities would jeopardize the competitiveness of these communities and their ability to fully share in the benefits of the Active Transportation Program.

Many of the most disadvantaged communities in the state are found in the San Joaquin Valley and in the MCAG region. They suffer disproportionately from environmental pollution and other hazards that can lead to negative public health effects, and include areas with concentrations of people that are of extremely low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, and low levels of educational attainment.

Lowering the maximum points given to disadvantaged communities would significantly decrease the ability of MCAG and its jurisdictions to implement our transportation efforts to improve air quality and achieve greenhouse gas reduction goals.

Thank you for your consideration of our comments. If you have any questions please contact Matt Fell, Planning Manager, at 209-723-3153 ext. 320, or matt.fell@mcagov.org

Sincerely,

Marjie Kirn
Executive Director

MADERA CTC
Madera County Transportation Commission

2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Fax: 559-675-9328
Website: www.maderactc.org

February 24, 2016

Mr. Will Kempton
Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

SUBJECT: 2017 Active Transportation Program Guidelines

Dear Mr. Kempton:

The Madera County Transportation Commission (MCTC) is pleased to submit its comments on the 2nd Draft 2017 Active Transportation Program (ATP) Guidelines. MCTC supports the provisions contained with the Draft 2017 ATP Guidelines to keep the scoring criteria points for Disadvantaged Communities at 10 points, and to scale the number of points awarded in relation to the severity of the disadvantaged community affected by the project. MCTC additionally supports the language contained in the draft guidelines that refines and strengthens the data required to support the designation of a community as Disadvantaged. We feel that these provisions will serve to limit any potential misrepresentation on this issue by project applicants, and will allow all regions in the state to fully share in the benefits of the ATP.

As the Commission is aware, the definitions for Disadvantaged Communities in the first 2014 ATP cycle included communities that were identified as being in the most disadvantaged 10% in the state according to the CalEnviroScreen tool. In the second 2015 ATP cycle, this definition was expanded to include the top 25% of CalEnviroScreen scores. This had the effect of greatly increasing the number of potential communities statewide that were eligible to be designated as a Disadvantaged Community.

As a result, the benefit provided by the ATP to the communities that are the most disadvantaged in the state has been diluted. These communities, many of which are found in the MCTC region, suffer disproportionately from environmental pollution and other hazards that can lead to negative public health effects, and include areas with concentrations of people that are of extremely low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, and low levels of educational attainment.

Any decrease in the number of points possible for Disadvantaged Communities would jeopardize the ability of disadvantaged communities such as the MCTC region to fully share in the benefits of the Active Transportation Program. This will seriously impact the ability of MCTC in implementing our transportation efforts to achieve our greenhouse gas reduction goals contained within our 2014 Regional Transportation Plan and Sustainable Communities Strategy, as mandated in Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).

Thank you for your consideration ofMCTC's comments. If you have any questions about our comments or any other ATP-related issues, please contact me at (559)675-0721.

Sincerely,

PATRICIA TAYLOR
Executive Director

cc: Ms. Laurie Waters, California Transportation Commission, Associate Deputy Director
Ms. April Nitsos, Caltrans, Chief, Active Transportation Program and Special Programs
Mr. Andrew Chesley, SJCOG Executive Director
Mr. Bill Higgins, CalCOG, Executive Director
Mr. Tony Boren, Fresno COG, Executive Director
Mr. Ahron Hakimi, Kern COG, Executive Director
Ms. Terri King, KCAG, Executive Director
Ms. Marjie Kirn, MCAG, Executive Director
Ms. Rosa Park, StanCOG, Executive Director
Mr. Ted Smalley, TCAG, Executive Director
Mr. Sarkes Khachek, SBCAG, RTPA Moderator

From:	Piet Canin
To:	Waters, Laurie@DOT
Cc:	Rachel Moriconi
Subject:	ATP 2017 guidelines
Date:	Wednesday, February 24, 2016 4:36:00 PM

Hi Laurie,
Thank you for the opportunity to comment on the ATP 2017 guidelines. Jeanne Lepage from Ecology Action has been very involved in providing input to this process but I also wanted to comment on one part of the guidelines.

Over several decades of implementing SRTS non infrastructure programs the hardest part has been finding reliable, ongoing funding to offer consistent services to local school children. There are fewer and fewer funding sources for SRTS programs as the need increases. So its great to have ATP funding for NI programs but the preference of CTC to fund pilot programs rather then ongoing operations just isn't realistic for well run SRTS NI programs. Why not invest in what works then look for something new that might not work? Wouldn't it be better to focus on programs that deliver quality and quantity services that meet SRST objectives?

Based on the funding realities of SRTS programs I would urge the CTC to shift their focus away from pilot programs and look for programs that are effectively getting more CA school students to safely bike and walk to school more often.

Thank you for your consideration.

Piet Canin | Vice President Transportation
EcologyAction | EcoAct.org
Direct (831) 515-1327 | Cell (831) 227-8987

February 24, 2016

Laurie Waters, Associate Deputy Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814
laurie.waters@dot.ca.gov

VIA E-MAIL

Re: Non-Infrastructure Recommendations for the Active Transportation Program (ATP) Cycle 3 Guidelines

Dear Ms. Waters,

On behalf of the undersigned organizations, we commend the California Transportation Commission (CTC) for your leadership in the implementation of the Active Transportation Program (ATP) as a comprehensive statewide commitment to expand safe, active travel-- especially for disadvantaged communities, schools, and residents. Below, we outline several recommendations to strengthen the program to maximize the benefits of the program for all Californians:

Recommendation 1: Award Full Points in "Prior ATP Funding Award" Criteria for Non-infrastructure Projects & Plans
As written, this new category penalizes non-infrastructure projects and plans because these projects do not have pre-construction activities. If this category is maintained in lieu of directing the points back to the disadvantaged community benefit category, we recommend that non-infrastructure projects and plan applications to receive the full amount of points in this category outright. A community awarded a non-infrastructure award in a previous cycle to conduct a pilot should be able to receive points for an expansion of their program based on the initial pilot's findings and lessons learned. Likewise, a plan funded through the ATP should receive these points for implementing projects identified and developed in the funded plan.

Recommendation 2: Remove Restriction on Funding Ongoing Operations for Non-Infrastructure Programs
In Section 11, the guidelines state that funding ongoing operations for non-infrastructure programs is ineligible and that the ATP will fund only start-up programs. This restriction would make the more than 3,000 schools that have received Safe Routes to School funding from the state in the past, whether through ATP or its predecessor SR2S, ineligible to apply for ATP funding to maintain or expand their programs.[1] We recognize the need to award funding to schools that have not had Safe Routes to School non-infrastructure projects in the past, especially in disadvantaged communities, but this restriction is harmful to the safety of children walking and bicycling to school in many communities across California. Approximately 31% of children in California walk or bike to school, while 62% live within two miles of school but 52% are driven.[2] Safe Routes to School programs have been shown to increase walking and bicycling in California schools in the range of 20 to 200

[1] This estimate comes from award lists from the SR2S and ATP Cycle 1 and 2 available on Caltrans' website: http://www.dot.ca.gov/hq/LocalPrograms/saferoutes/sr2s_list.htm
[2] University of California Berkeley Traffic Safety Center, 2007. "Safe Routes to School Safety & Mobility Analysis." http://escholarship.org/uc/item/5455454c#page-1

percent.[3] They also incur more benefits the longer they are in existence. For example, a longitudinal study of more than 800 schools in Florida, Oregon, Texas and DC found that Safe Routes to School interventions resulted in an average 25% increase in walking and bicycling to school over a five-year period due to non-infrastructure safety and encouragement programs, and another 18% due to infrastructure improvements.[4] If Caltrans moves to funding solely start-up programs, this will detrimentally impact the long-term return on investment of Safe Routes to School non-infrastructure programs funded with ATP or previous SR2S funding, and we will potentially be left with small improvements that do not last over time. Furthermore, the fact that Cycle 3 awards won't even be programmed until FY2019 has the very real potential of dissuading applicants for applying for non-infrastructure funding for brand-new programs, especially school districts that will have several cohorts of students move through by the time they receive this funding. Accordingly, we **strongly urge you to remove the restriction on ongoing operations, or alternatively, loosen the restrictions to allow for program expansions or programs with new components to be eligible for ATP funding**.

Recommendation 3: Remove the Requirement that Non-Infrastructure Applicants Demonstrate Access to Ongoing Funding

The guidelines stipulate that non-infrastructure programs demonstrate funding for ongoing efforts beyond the life of the ATP grant. This requirement will discourage applications for non-infrastructure, especially if applicants cannot identify future sources of funding at the time of application. Given that alternate funding sources for non-infrastructure programs (e.g., private foundations, federal public health grants, etc.) often require a program to already be established before a program is eligible for the alternate funding, it is difficult, if not impossible for any non-infrastructure application to demonstrate funding for ongoing efforts with the details and certainty that is being asked. This is especially critical for disadvantaged communities that have a difficult time leveraging funds in general, let alone sustaining ongoing operations. Accordingly, we **recommend that the Guidelines remove this restriction or loosen it to allow applicants to identify speculative funding sources. Caltrans should also specify acceptable funding sources that can be used to demonstrate sustainable program operations (e.g. private foundations)**.

Recommendation 4: Revise Eligible Applicants to Include Non-profit Organizations

The new federal transportation bill, the Fixing America's Surface Transportation (FAST) Act, allows nonprofits to be eligible applicants for non-infrastructure funds from the Surface Transportation Set-Aside program (see FAST Sec. 1109(d)(4)(B)(vii)). We **recommend the Commission revise the ATP Guidelines language to add nonprofit organizations as eligible applicants** for non-infrastructure funding in compliance with the FAST Act. This change will enable many nonprofits applicants to directly apply for non-infrastructure projects, thereby removing hurdles that have been in place in the past and that have made project delivery difficult for Safe Routes to School non-infrastructure projects.

Recommendation 5: Allow for Plans & Non-Infrastructure to be Included in Single Application

Section 7 states that requests for non-infrastructure and planning project funding cannot be combined. For Safe Routes to School projects, this can pose a challenge since there is overlap between Safe Routes to School plans and non-infrastructure programming, and benefits to including them in the same application, including reducing the burden on the applicant, who, in the case of Safe Routes to School projects, is often a school district and now potentially nonprofit organizations. Caltrans has even coded Safe Routes to School projects as both in previous cycles. We **recommend that Caltrans remove the restriction on applying for non-infrastructure and planning funds together in one application for Safe Routes to School projects**.

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[3] University of California Berkeley Traffic Safety Center, 2007. "Safe Routes to School Safety & Mobility Analysis." http://escholarship.org/uc/item/5455454c#page-1

[4] McDonald, et al, 2014; Impact of the Safe Routes to School Program on Walking and Bicycling, *Journal of the American Planning Association*.

Recommendation 6: Enable MPO Discretion for Setting Aside Funds for Planning in Disadvantaged Communities
Less than a quarter of cities and counties in California have an adopted pedestrian, bicycle, or combined bicycle/pedestrian master plan. Moreover, only 7.5% of jurisdictions have adopted a pedestrian master plan, and half of our ten largest cities in California lack a pedestrian master plan. The lack of active transportation planning in our state is dire, and this is even more pronounced in our disadvantaged communities. Robust active transportation plans are critical to ensuring that agencies have identified and prioritized high quality, effective infrastructure projects for future funding applications, and planning efforts serve as necessary venues for resident outreach and engagement to identify community-supported needs for active transportation. We **recommend that the Guidelines provide flexibility for MPOs to set higher ceilings or targets for planning in disadvantaged communities** in excess of state's 2% ceiling up to 5% of funds in a regional competition. Additionally, we recommend that the Guidelines clarify that all regional MPO programs should provide no less than 1% of their funds for planning in disadvantaged communities

Additionally, we strongly **recommend that the Guidelines and Application further emphasize that planning funds are reserved for disadvantaged communities**. Priority must be placed on jurisdiction-wide plans or Safe Routes to Schools plan where the entire community qualifies as a DAC or where the entire student population served is eligible for free or reduced priced meals. For plan applications from jurisdictions with a mix of community types or serving a mixed student body, priority must be placed on those jurisdictions that serve 50% or more DAC residents or for Safe Routes to School plans, where over 75% of students qualify for free and reduced price meal.

Recommendation 7: Develop Metric Applicable to Non-Infrastructure & Plans for Tiebreaker Decisions
As currently drafted, the tiebreaker process overwhelmingly handicaps if not outright excludes the consideration of non-infrastructure projects and plans due to the emphasis placed on "construction readiness" and bias favoring infrastructure projects present in application questions 1 and 2. In a tiebreaker situation, non-infrastructure and planning projects would inevitably lose out to infrastructure projects even though in many cases the cost of these projects is much less. We recommend identifying a measure that can be used across all three types of projects to ensure fairness in the evaluation process. The "construction readiness for infrastructure projects" measure should be revised to include plans and non-infrastructure projects that are ready to start within a few months of award as part of the tiebreaker process.

In closing, Safe Routes to School non-infrastructure programs are often a precursor to larger scale plans and infrastructure requests, so it is important to maintain a respectable share of ATP funding for non-infrastructure programs. More than 3,000 schools across the state have benefited from Safe Routes to School funding and we urge you to keep the availability of ATP funding as open as possible to allow previous and future non-infrastructure applicants to be successful in obtaining the funding they need to make it safer to walk and bike to school in their communities.

We thank you for the opportunity to provide feedback on the Cycle 3 Guidelines and Application, and we look forward to working with you to strengthen the Active Transportation Program.

Sincerely,

Bill Sadler, California Senior Policy Manager
Safe Routes to School National Partnership

Wendy Alfsen, Executive Director
California Walks

Jeanie Ward-Waller, Policy Director
California Bicycle Coalition

CC:
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Santa Clarita Valley Bicycle Coalition
Santa Monica Spoke
USC Bicycle Coalition
Walk Bike Burbank
Walk Bike Glendale
Walk Bike Long Beach
West Hollywood Bicycle Coalition

February 24, 2016

Laurie Waters, Associate Deputy Director
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via-email: laurie.waters@dot.ca.gov

Comments on Active Transportation Program (ATP) Cycle 3 Guidelines & Application

Dear Ms. Waters,

The Los Angeles County Bicycle Coalition (LACBC) works to make all communities in Los Angeles County into healthy, safe, and fun places to bike and walk. As Southern California's largest active transportation advocacy and education organization, LACBC works closely with public and community partners from across the region to plan, fund, and deliver biking, walking, and safe routes to school projects. In the first two cycles of the California Active Transportation Program (ATP), LACBC provided direct technical assistance to applicants and scored applications as evaluators. The ATP is our region's largest source of funding for biking, walking, and safe routes to school projects and we are delighted to continue working with you to grow, strengthen, and streamline the program so that more communities can benefit from these investments.

I also have the pleasure of serving as the chair of the Planning Subcommittee for the ATP Technical Advisory Committee (ATP-TAC). While neither the Planning Subcommittee nor the full ATP-TAC has taken a formal position on recommended changes to the program guidelines and application, the first four comments below are informed by discussions held in these forums. The remaining comments are informed by our collaboration with state partners, community-based organizations, and public agency partners.

1) Allow MPO Discretion for Setting Aside Funds for Planning to Meet Regional Needs

The majority of cities in Los Angeles County and across the State of California do not have an adopted bicycle, pedestrian, or safe routes to school plan, let alone all three. However, some regions have a greater need for planning funds than others depending on the number of local jurisdictions and historical investment in multimodal planning. Robust active transportation plans are critical to ensuring that agencies have identified and prioritized high-quality, effective infrastructure projects for future funding applications. Planning efforts serve as necessary venues for resident outreach and engagement to identify community-supported needs for active transportation. LACBC supports the recommendation that the Guidelines provide flexibility for

MPOs to set higher targets for planning in disadvantaged communities in excess of state's 2% set-aside, up to 5% of funds in a regional competition. Additionally, we strongly recommend that the Guidelines and Application further emphasize that planning funds are reserved for disadvantaged communities.

2) Administer Planning Set-Aside as a "Target" Rather than a "Ceiling"

Planning applications are inherently different than applications for infrastructure. By definition, community outreach hasn't yet been done, data hasn't yet been collected, and improvements haven't yet been identified. These are all critical elements for scoring infrastructure projects that do not apply for plans. The ATP application was written primarily for infrastructure projects and as a result does not provide reliable scoring for planning grants. In Cycle 2, these scoring irregularities caused good planning applications to not score as well as infrastructure applications, so even the meager three percent set-aside for planning was underutilized. Given the fundamental difference between planning applications and infrastructure applications, it is critical that planning funds be administered as a true set-aside, or target, within which planning applications compete amongst themselves. Planning application scores are not comparable to infrastructure application scores and a misguided comparison should not result in less funding for planning, as was the case in Cycle 2. Unless there are insufficient high-quality planning applications, the CTC should aim to program the full planning funding target to planning grants. The Strategic Growth Council's Affordable Housing and Sustainable Communities program is a good model for administering a program that includes funding targets for different types of projects.

3) Improve Planning Application

The application needs to better accommodate planning grants. As mentioned above, much of the data requested by the application is exactly the data that is collected and analyzed during the planning process. All planning applications that meet the ATP planning definition contained within the guidelines will identify community needs, promote the use of walking and biking, and improve safety and public health. The planning application should instead differentiate applications based on demonstrated financial need, strong community partnerships, and interagency coordination—particularly with school districts. The ATP-TAC Planning Subcommittee intends to provide specific recommended changes to the application to achieve these objectives.

4) Better Integrate Safe Routes to Schools into Community-Wide Planning

The ATP currently has strong guidelines for community-wide planning that were inherited from the former Bicycle Transportation Account (BTA) program, one of ATP's predecessors. These guidelines have resulted in consistent, high-quality plans for many jurisdictions throughout the state. One of the benefits of an integrated active transportation plan is that community needs are considered more holistically rather than the BTA's focus on bike commuters. The guidelines should be updated to better reflect current comprehensive planning practices by strengthening provisions for safe routes to school specifically, and youth and senior mobility generally. Suggested guildelines revisions to accomplish this are attached.

5) Maintain 10 Points for Disadvantaged Communities (DACs)

LACBC signed on to a letter from Los Angeles County stakeholders requesting strong protections for DACs. Some of our partners have recommended that the 10 points allocated for DACs be scaled to reflect the severity of a community's disadvantaged status and that points reflect the meaningfulness of the benefits to disadvantaged residents, not just the project's proximity to a disadvantaged census tract. A project's meaningful benefits to a DAC should be evaluated based on the applicant's documentation that elements of the project are responsive to concerns or opportunities identified by the residents of the particular community. LACBC supports efforts to strengthen ATP's DAC provisions to ensure that the program delivers meaningful benefits to DACs.

6) Revise Public Health Question to Incorporate Social Determinants of Health

The health benefits of walking and biking are well understood. It is not necessary or helpful for applicants to demonstrate why the increase in walking and biking resulting from their project will improve public health generally. The ATP application should better differentiate among communities with different health outcomes and target investments in those communities with worse health outcomes.

The Public Health Alliance of Southern California has a comprehensive Health Disadvantage Index that provides census tract level detail on indicators that are significant determinants of health outcomes, including poverty, access to services, collision risk, and many other factors that can be addressed through active transportation investment. Applicants should be encouraged to go beyond traditional health data (e.g. obesity rates, diabetes rates) that are generally only available at a county or regional level and discuss specific ways in which the project will serve health-disadvantaged populations or otherwise improve determinants of health. Projects located in areas with greater health disadvantages should score higher.

7) Revise Safety Question to Include Population-Level Safety Risk

The safety question has an important focus on evaluating the extent to which a particular project will address a specific, known safety problem with proven countermeasures. While this is important, it inherently disadvantages projects that build new infrastructure in a corridor that is not currently used for active transportation. For example, new bike paths that provide transportation options for a community, but aren't located along an arterial street, do not score well, even if they are located in a community with high collision rates. The safety question should require applicants to include population-level collision rates (which are available as part of the above-mentioned Health Disadvantage Index) for the project area, and award points for projects located in communities with high injury/fatality rates for people walking and biking.

8) Align Project Delivery Timeline and Allocation Process with the STIP

We are aware of many potential project failures resulting from unforeseen or unavoidable schedule delays and the ATP's aggressive project delivery requirements. While LACBC shares the

Commission's concern about holding local agencies accountable for project delivery, we would like to see ATP administered more like the STIP, which is more flexible in allowing local agencies to delay programmed phases prior to the year of allocation. There should also be greater discretion for the Commission to allow extensions beyond the current single 12-month extension when the project sponsor has demonstrated their commitment to delivery and a reasonable schedule of progress. The Commission, Caltrans, and local agencies are partners in delivering the ATP's benefits to residents and we support reasonable accommodations that would increase project success rates.

9) Revise Eligible Applicants to Include Non-profit Organizations

The new federal transportation bill, the Fixing America's Surface Transportation (FAST) Act, allows nonprofits to be eligible applicants for non-infrastructure funds from the Surface Transportation Set-Aside program (see FAST Sec. 1109(d)(4)(B)(vii)). We recommend the Commission revise the ATP Guidelines language to add nonprofit organizations as eligible applicants for non-infrastructure funding in compliance with the FAST Act. This change will enable many nonprofits applicants to directly apply for non-infrastructure projects, thereby removing hurdles that have been in place in the past and that have made project delivery difficult for Safe Routes to School non-infrastructure projects.

Thank you for the opportunity to provide feedback on the Cycle 3 Guidelines and Application. LACBC looks forward to continuing to work with you to make California a healthy, safe, and fun place to bike and walk. If you have any questions about these comments, I can be reached at eric@la-bike.org or (213) 629-2142, ext. 127.

Sincerely,

Eric Bruins
Planning & Policy Director

SAN JOAQUIN COUNCIL OF GOVERNMENTS

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AND
THE COUNTY OF
SAN JOAQU

February 24, 2016

Mr. Will Kempton
Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

SUBJECT: 2017 Active Transportation Program Guidelines

Dear Mr. Kempton:

The San Joaquin Council of Governments (SJCOG) is pleased to submit its comments on the 2nd Draft 2017 Active Transportation Program (ATP) Guidelines. SJCOG supports the provisions contained with the Draft 2017 ATP Guidelines to keep the scoring criteria points for Disadvantaged Communities at 10 points, and to scale the number of points awarded in relation to the severity of the disadvantaged community affected by the project. SJCOG additionally supports the language contained in the draft guidelines that refines and strengthens the data required to support the designation of a community as Disadvantaged. We feel that these provisions will serve to limit any potential misrepresentation on this issue by project applicants, and will allow all regions in the state to fully share in the benefits of the ATP.

As the Commission is aware, the definitions for Disadvantaged Communities in the first 2014 ATP cycle included communities that were identified as being in the most disadvantaged 10% in the state according to the CalEnviroScreen tool. In the second 2015 ATP cycle, this definition was expanded to include the top 25% of CalEnviroScreen scores. This had the effect of greatly increasing the number of potential communities statewide that were eligible to be designated as a Disadvantaged Community.

As a result, the benefit provided by the ATP to the communities that are the most disadvantaged in the state has been diluted. These communities, many of which are found in the SJCOG region, suffer disproportionately from environmental pollution and other hazards that can lead to negative public health effects, and include areas with concentrations of people that are of extremely low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, and low levels of educational attainment.

Any decrease in the number of points possible for Disadvantaged Communities would jeopardize the ability of disadvantaged communities such as the SJCOG region to fully share in the benefits of the Active Transportation Program. This will seriously impact the ability of SJCOG in implementing our transportation efforts to achieve our greenhouse gas reduction goals contained within our 2014 Regional Transportation Plan and Sustainable Communities Strategy, as mandated in Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).

Thank you for your consideration of SJCOG's comments. If you have any questions about our comments or any other ATP-related issues, please contact me at (209) 235-0600, or David Ripperda, Assistant Regional Planner, at (209) 235-0450.

Sincerely,

ANDREW T. CHESLEY
Executive Director

cc: Ms. Laurie Waters, California Transportation Commission, Associate Deputy Director
Ms. April Nitsos, Caltrans, Chief, Active Transportation Program and Special Programs
Mr. Bill Higgins, CalCOG, Executive Director
Mr. Tony Boren, Fresno COG, Executive Director
Mr. Ahron Hakimi, Kern COG, Executive Director
Ms. Terri King, KCAG, Executive Director
Ms. Marjie Kirn, MCAG, Executive Director
Ms. Rosa Park, StanCOG, Executive Director
Mr. Ted Smalley, TCAG, Executive Director
Ms. Patricia Taylor, MCTC, Executive Director
Mr. Sarkes Khachek, SBCAG, RTPA Moderator

February 25, 2016

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VIA E-MAIL

Re: Recommendations for the Active Transportation Program (ATP) Cycle 3 Guidelines

Dear Ms. Waters,

On behalf of the undersigned organizations, we thank you for the opportunity to comment on the Guidelines, and commend you and the California Transportation Commission (CTC) for making this a very open and transparent process. We have outlined below several recommendations to strengthen the program and ensure that we advance the goals of the Active Transportation Program (ATP) to increase bicycling and walking and make it safer for everyone.

Recommendation 1: Revise Language re Benefitting Disadvantaged Communities (DACs) to Recognize the Benefits of Linear Projects in Providing Connectivity to DACs

We believe the current draft language – which provides that only projects within or directly adjacent to a DAC could qualify as benefiting a DAC -- would inadvertently prevent certain deserving projects from qualifying for DAC points, even when they do provide legitimate, important benefits to DACs, and also advance the major goal of the ATP to increase active transportation by creating better bike/ped connectivity between neighborhoods and destinations. The projects most affected would be linear projects like bike lanes, paths and trails that do in fact provide significant benefit to a DAC, but may be constructed in phases. Not every phase may connect directly to the DAC, but the project overall may provide an important connection from the DAC to transit/jobs/schools/shopping/recreation, etc. Other projects that could be adversely impacted are bike/ped overpasses and underpasses that may close a key gap or overcome a major barrier like a freeway. Such projects should be able to qualify for DAC points by making the case that they benefit a DAC that may be nearby but not immediately adjacent, because they may provide the best bike/ped access across that barrier to key destinations that lie on the other side, or address an important safety issue.

To address this issue, we recommend that Sec. 13A be modified to read as follows:

For a project to qualify as directly benefiting a disadvantaged community, the project must be located within, or in reasonable proximity (i.e., within ½ mile for a pedestrian facility or 2 miles for a bicycling facility), to the disadvantaged community served by the project; or the project must be an extension or a segment of a larger project that connects to or directly adjacent to that disadvantaged community. It is incumbent upon the applicant to clearly articulate how the project benefits the disadvantaged community; there is no presumption of benefit, even for projects located within a disadvantaged community.

We also support the following recommendations that were developed by the California Active Transportation Leadership (CATL) coalition:

Recommendation 2: Revise Eligible Applicants to Include Non-profit Organizations

The new federal transportation bill, the Fixing America's Surface Transportation (FAST) Act, allows nonprofits to be eligible applicants for non-infrastructure funds from the Surface Transportation Set-Aside program (see FAST Sec. 1109(d)(4)(B)(vii)). We **recommend the Commission revise the ATP Guidelines language to add nonprofit organizations as eligible applicants** for non-infrastructure funding in compliance with the FAST Act. This change will enable many nonprofits applicants to directly apply for non-infrastructure projects, thereby removing hurdles that have been in place in the past and that have made project delivery difficult for Safe Routes to School non-infrastructure projects.

Recommendation 3: Enable MPO Discretion for Setting Aside Funds for Planning in Disadvantaged Communities

Less than a quarter of cities and counties in California have an adopted pedestrian, bicycle, or combined bicycle/pedestrian master plan. Robust active transportation plans are critical to ensuring that agencies have identified and prioritized high quality, effective infrastructure projects for future funding applications, and planning efforts serve as necessary venues for resident outreach and engagement to identify community-supported needs for active transportation. We **recommend that the Guidelines provide flexibility for MPOs to set higher ceilings or targets for planning in disadvantaged**

communities in excess of state's 2% ceiling up to 5% of funds in a regional competition. Additionally, we recommend that the Guidelines clarify that all regional MPO programs should provide no less than 1% of their funds for planning in disadvantaged communities. Additionally, we strongly **recommend that the Guidelines and Application further emphasize that planning funds are reserved for disadvantaged communities**.

We thank you for the opportunity to provide feedback on the Cycle 3 Guidelines and Application, and we look forward to continuing to work with you to advance the goals of the ATP.

Sincerely,

Laura Cohen, Regional Director
Rails-to-Trails Conservancy

Douglas D. Houston, Executive Director
State Parks Partners Coalition

Philip Sales, Executive Director
Napa Valley Vine Trail Coalition

Stephanie Stephens, Executive Director
California's Parks & Recreation Society

Laura Thompson, Bay Trail Project Manager
San Francisco Bay Trail Project

Toody Maher, Executive Director
POGO Park

Rue Map, Founder and CEO
Outdoor Afro

Andy Hanshaw, Executive Director
San Diego County Bicycle Coalition

Tim Boss, Off-Road Director
Marin County Bicycle Coalition

Bruce Beyaert, Chair
Trails for Richmond Action Committee

Randy Anderson, Owner and Principal
TrailPeople

Tim Oey, President
Friends of Stevens Creek Trail

Jim Shanman, Founder
Walk 'n Rollers

Bill Rankin, President
Save Our Trails

Claire Robinson, Managing Director
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February 25, 2016

Ms. Laurie Waters
Senior Transportation Planner
California Transportation Commission
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LOS ANGELES COUNTY COMMENTS ON ACTIVE TRANSPORTATION PROGRAM

Dear Ms. Waters:

Thank you for the opportunity to provide input as you prepare for Cycle 3 of the Active Transportation Program (ATP). Metro is pleased to be a part of working towards its success. In discussing the ATP with a number of local jurisdictions and other regional partners and stakeholders in our area, we have identified the following comments & recommendations for the 2017 ATP guidelines:

- Increase the duration of time extensions from 12 months to 20 months to avoid potential problems related to programming phases that occurred during Cycle 1;
- Maintain 10 points for disadvantaged communities (DACs);
- Allow for MPOs to have flexibility towards awarding planning projects as well as safe routes to schools, non-infrastructure and low cost projects;
- Develop a "Generally Accepted Design Standards and Costs" for project sponsors to address eligibility with clear instructions; and
- Delay the Call for Projects by 2-4 months to allow for the ATP TAC to update the guidelines and application as well as delay the adoption of the Cycle 3 guidelines until May 2016 in order to improve streamlining of project delivery.

Enclosed please find more detailed discussion of our comments as well as a copy of the comment letter from the Southern California Association of Governments (SCAG) for which we also wish to express our support. Please contact Patricia Chen at (213) 922-3041 or myself at (213) 922-2887 should you have any questions.

Sincerely,

Wil Ridder
Executive Officer
Strategic Financial Planning and Programming

Enclosures:
Enclosure A – Metro Comments on ATP Cycle 3
Enclosure B – SCAG Comment Letter

Enclosure A

Metro Comments on

Active Transportation Program Cycle 3

GENERAL/PROCESS

1) Further align guidelines regarding project delivery deadlines with STIP: the guidelines should resemble STIP for time extensions and ability to reprogram. Many ATP projects are large and complex, and/or tied to large, complex projects. More time flexibility is warranted for successful delivery. Projects with 3 or 4 phases can accumulate delays that could impact later phases such as construction, possibly causing them to lapse. 20 months is a far more reasonable time period, particularly for projects with multiple phases programmed in one or more fiscal years. Additionally, if an agency knows before a fiscal year that there is a problem, it should be able to reprogram. Active Transportation projects which are selected on a discretionary basis are not easier to deliver than other projects. Some ATP projects do encounter issues which were unforeseeable and are beyond the sponsor's control. Those sponsors should not be held to a tighter standard than sponsors under other programs such as the STIP that have these same issues.

2) Metro recommends maintaining ten points for disadvantaged community projects. Scoring points on a scaled basis rather than all or nothing will help ensure that funds are targeted to communities with the highest need.

   A subgroup of stakeholders recently met to discuss disadvantaged communities scoring methods developed the following suggestions paraphrased as follows:

   Directness is a very important aspect of the benefit of a project to a disadvantaged community. Directness points should be reserved for projects with at least 10% of their length or area within or directly adjacent to the disadvantaged community. Meaningfulness is also an important component of benefit to a disadvantage community. Meaningfulness may be defined by the following:

   a) It was requested and/or supported by the community it would serve
   b) It will be accessible to the community and
   c) There will be a specific and concrete benefit to members of the community.

5-6 points are recommended to be scored on a combination of directness and meaningfulness with the directness points scored on a scaled basis. The remaining 4-5 points are recommended to be awarded on a scaled basis to reflect the severity of disadvantage.

The subgroup will continue to meet and refine the recommendations.

3) Ensuring Funding for Plans: Plans are required for full points for projects over $1 million, therefore limiting planning funds puts disadvantaged communities in an even more disadvantaged position, by perpetuating an obstacle to their receiving up to 15 points on the planning and community outreach question. This more than outweighs the up to 10 points for Disadvantaged Community status.

   There is still demand and need for plans. In the Cycle 2 statewide competition less than 1% of available funds were awarded to planning projects, though almost $18 million or 10% of the statewide funding availability was applied for.

   To address the demand for plans and avoid putting agencies at a disadvantage because they do not have sufficient resources to develop plans, the following is recommended:

   a) Allow MPOs the flexibility to award up to 5% of MPO competition funds to planning projects.

   b) Revise the application for plans to focus questions on the objective of <u>positioning project sponsors to obtain funds for projects to increase walking and cycling</u>, rather than <u>increasing walking and cycling,</u> which is more appropriate for infrastructure, education and encouragement projects.

4) To avoid impacts to project sponsors with a lack of understanding of project eligibility, it is recommended that Caltrans develop a set of "Generally Accepted Design and Cost Standards".

   Bus stop seating: bus benches are often used by non-transit pedestrians who need to stop to rest, orient themselves, etc. Bus stop improvement funding is inadequate. Bus patrons are "half pedestrians", as well as being "half transit patrons". Bus stop benches should be eligible for at least 50% ATP funding.

5) Delay Call for Projects 2-4 Months: There is not sufficient time for the ATP TAC to have a meaningful role in updating the guidelines, and especially the application. It is recommended that the Call for Projects be delayed 2-4 months – this level of delay, which could be incorporated within statutory deadlines, would allow meaningful review of the application, which is needed to remove subjectivity and unnecessary difficulty.

Streamlining the application and instructions: these documents are unnecessarily long, cumbersome, confusing, and difficult. Streamlining them is a high priority. Metro wishes to thank Caltrans for its efforts to establish an online application for Cycle 3. It would save a lot of time, where data sources are known by the state, if they can be incorporated as drop down menus. There should be no more than one application file and one set of instructions. Instructions should be minimal and should in no way add requirements to or conflict with the application – they should only explain it.

Make the scoring for Questions 1, 2, and 4 less subjective: the subjectivity of the current application reduces the State's ability to direct funds toward projects that are meritorious or needy in these areas consistent with State law. For Question 1 regarding walking and cycling increase, the application should include a sample user forecast/model for sponsors to use if they do not have something more appropriate. For Questions 2 and 4, the Safety and Health Questions, there should be a few simple questions with statewide scaled criteria, data available by drop-down menu, and a statewide scaled scoring rubric. No more than ¼ or 1/3 of points should be score on a subjective/narrative basis. The Public Health Alliance for Southern California has developed a Health Disadvantage Index (HDI) that contains several health factor data points for each census tract, statewide. Many of these data points may be suitable for a statewide scaled scoring rubric. Should it not be feasible to incorporate them for Cycle 3, at minimum, the HDI should be a suggested data source featured in the application or instructions.

6) Non-Infrastructure projects can be very cost-effective ways to alter peoples' behavior to increase active transportation usage and safety behavior. They have not been scoring as well as they should be, given this fact. To address this concern, the following is recommended:

    1) Questions and rubriks need to be updated to optimize scoring outcomes for these projects.
    2) Metropolitan Planning Organizations (MPOs) should have flexibility in scoring and awarding non-infrastructure projects.

50 YEARS
SOUTHERN CALIFORNIA
ASSOCIATION of
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February 25 2016

Will Kempton
California Transportation Commission
1120 N Street, Room 2233 (MS-52)
Sacramento, CA 95814
February 24, 2016

Dear Mr. Kempton, Will

The Southern California Association of Governments, representing six counties, 191 cities and more than 18 million residents in the Southern California region, is pleased to offer the following recommendations to improve the guidelines and selection process for Cycle 3 of the Active Transportation Program (ATP). We appreciate the commitment and tremendous amount of work completed by the CTC in collaboration with Caltrans over the last two years to select and program more than $720 million to implement the most critical active transportation safety and encouragement projects across the state. With funding requests for the first two cycles exceeding available revenues by nearly 300% ($2 billion requested) and collision rates continuing to rise in many areas of the state, there is clearly great demand for active transportation projects that advance the state's safety, mobility, health, and environmental goals. To ensure that the program functions at its highest capability and future projects deliver the maximum benefit, we recommend the following administrative and policy changes:

1. **Delay adoption of Cycle 3 guidelines to ensure the program guidelines and process facilitate the selection and delivery of a broad spectrum of projects, including non-infrastructure and Safe Routes to School Programs, pursuant to statute.** The guidelines propose adoption of Cycle 3 in March 2016 with the new money programmed for fiscal years 19/20 and 20/21. The four to five-year gap between proposal development and project allocation decreases the deliverability of small-scale projects such as educational programs and planning and risks outdating public outreach conducted for construction projects. The regions are exploring legislative and administrative opportunities to address this challenge in a way that meets diverse needs of our regions. We request delaying the adoption of the Cycle 3 guidelines until May 2016 to facilitate consensus building on this critical issue.

2. **Promote innovation that will be required to meet statewide goals.** At the foundation of the ATP is the Caltrans goal to triple active transportation trips by 2020. To reach this ambitious goal, innovative and separate/protected infrastructure must be prioritized. With design guidance now included in the

California Highway Design Manual for Class IV facilities, it will be much easier for jurisdictions to construct this critical infrastructure. The unintended consequence of the advanced programming of ATP funding is that the majority of projects designed today using rapidly advancing technologies will not be programmed until Cycle 4, delaying delivering to 2025.

3. **Increase opportunities within the guidelines and process for the Large MPOs to define Regional Programs and select projects that meet local needs.** The multiple, overlapping components of the ATP (Statewide competition, MPO competition, and Small/Rural competition) provide the framework to ensure the most critical needs in our very diverse regions are being met. The guidelines and selection process should facilitate this needed flexibility. For, example, **MPOs should have the authority to determine the share of the regional program funding that is allocated to planning based on the need in the region.** We propose allowing flexibility to set a funding target of up to 5% for planning projects through the regional program.

   We would also look forward to exploring alternative approaches and timelines for program adoption. Providing one month in between the adoption of the statewide program and the deadline for the MPOs to submit their regional programs, while also requiring MPOs to consider all projects not funded by the state, significantly limits the MPO's opportunity to differentiate its program and selection process from the State's. **We would support a longer timeframe between statewide and MPO processes to properly address regional needs.**

4. **Continue to Prioritize the On-line Application.** We applaud the CTC and Caltrans for aggressively pursuing an on-line application process to reduce the administrative burden of the project selection process. We encourage Caltrans and the CTC to continue to prioritize this important effort.

5. **Tailor technical assistance to needs of disadvantaged communities.** CTC's proposed modifications to the guidelines seek to address the need for greater flexibility for the role of the TARC. Given the size of the state and diverse needs of disadvantaged communities, including extreme difference between urban and rural geography and poverty, we propose the guidelines also provide greater flexibility for the delivery of technical assistance. A model similar to the Affordable Housing Sustainable Communities program where multiple providers are selected in different areas of the state may be beneficial, or other approaches that leverage resources available through MPOs and RTPAs could be

explored. Technical assistance programs are vital to jurisdictions that lack the resources to apply for funding.

6. **Support Open Street Events.** Under Example Projects, the CTC highlights open streets as a type of education program that is eligible for ATP. The existing language is too narrow and only supports open streets events that promote new infrastructure. There are many examples in Southern California where open streets events have been successfully used to promote walking and biking, not just for a day, but to introduce the broader community to active transportation and promote and develop comfort with walking and biking to transit and other destinations. Please consider modifying the language as follows: Open streets events directly linked to the promotion of new infrastructure project <u>or designed to promote walking and biking on a daily basis.</u>

7. **Allow match to be used to expedite project delivery.** As discussed, SCAG is concerned about the significant delay between program adoption and the funding years for the program. To promote expedited project delivery, we recommend the match requirements be modified to allow project sponsors to expend their match funds prior to allocation. We also recommend that the requirement be removed for project sponsors to concurrently and proportionally expend match funds and ATP funds.

8. **Revise ATP project delivery requirements.** The current ATP project delivery requirements follow the STIP guidelines with the exception that an extension request for project allocation and project award is limited to twelve months. Although ATP projects are in general smaller scale compared to STIP projects, the project delivery requirements are the same as larger scale STIP projects, especially ATP projects with federal funding, and with projects involving utility or storm drain relocation, etc. Such projects are common because many pedestrian and cycling improvements take place on-street. We suggest removing this exception to provide the same flexibility as the existing STIP guidelines.

9. **Keep regional program saving within the region.** For the regional program, MPOs should have the ability to reprogram funds that result from savings or project failures within the regional program. The guidelines allow for the regions to establish a contingency list for the purpose of reprogramming funds as a result or project failures or savings. However, the contingency list can only be used until the next program is adopted. Because the Cycle 4 program will be adopted in April 2019, the contingency list will be invalid before the programming years for almost all of the Cycle 3 projects. **We recommend that**

the use of the contingency be extended until the end of the programming years of the cycle.

Again, we appreciate the opportunity to provide comments. If you have any questions, please contact SCAG staff Stephen Patchan, patchan@scag.ca.gov, 213-236-1923.

Sincerely,

Hasan Ikhrata
Executive Director
Southern California Association of Governments

CALAVERAS
COUNCIL of
GOVERNMENTS

February 25, 2016

Mr. Will Kempton, Executive Director
California Transportation Commission
1120 N Street, Room 2233
Sacramento, CA 95814

RE: Draft 2017 Active Transportation Program Guidelines

Dear Mr. Kempton:

The Calaveras Council of Governments (CCOG) appreciates the opportunity to review the *Draft 2017 Active Transportation Program Guidelines* prepared by the California Transportation Commission (CTC). The CCOG acknowledges and commends the efforts of CTC staff to solicit and incorporate input, and to continually improve the program.

The CCOG is the Regional Transportation Planning Agency for Calaveras County which coordinates with our partners and communities to optimize the existing and future transportation systems. The CCOG strongly believes in providing access to transportation facilities for all individuals and improving opportunities for active transportation.

The following are our comments focusing on four main areas:

1. Disadvantaged Community Criteria
   There are many communities in Calaveras County which do not meet the criteria under Median Household Income, CalEPA, or Student Lunch Program but that do have concentrations of people who are economically disadvantaged. Some of these factors that are not accounted for in the first three criteria are high unemployment, low levels of home ownership, high rent burden, sensitive populations, or low levels or educational attainment.

   The CCOG strongly supports the inclusion of alternative quantitative assessments that allow rural and unincorporated areas to demonstrate a project's benefits to economically disadvantaged communities. We also appreciate the consideration of data sources that more accurately reflect smaller geographic areas, such as Census Block Group or Place for Median Household Income.

2. Safety Criteria
   The CCOG supports the inclusion of qualitative data regarding safety barriers that deter people from walking/biking. Safety is one of the main concerns and issues deterring individuals in our communities from walking and/or bicycling; therefore, we lack the quantitative data to demonstrate the severity of our safety issues.

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www.calacog.org

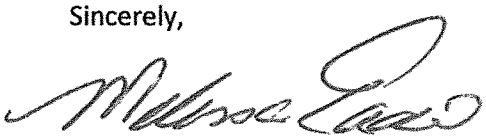
3. Leveraging of Funds
   Given the limited funding for rural regions, it is very rare that a project get funded from start to finish under one funding source or cycle. The CCOG works with its member agencies to complete early phases with local and regional funds and develop projects that have the greatest potential to leverage funds. The CCOG would encourage CTC to consider including completion of previous phases of a project using alternative revenue programs as part of leveraging funds.

4. Small Urban and Rural Definitions
   Combining rural counties with small urban areas creates a competitive grouping with extensive characteristics, resources and other differences. Rural, specifically frontier counties need their own grouping and funding allocations. Even rural classification combines counties such as Solano with Alpine, Calaveras and the frontier counties. An example is the SNAP Program which identified very small rural counties and recognized that small rural counties were distinct and a subgroup within even rural definitions.

   In addition, what an "area" entails should be further defined. It is unclear whether the 5,000 population or less refers to the size of a county or area/town within a county.

Thank you for your consideration of these comments. We look forward to the funding opportunity to enhance walking and bicycling in our region. If there are any questions please contact me at (209) 754-2094 or at meads@calacog.org.

Sincerely,



Melissa Eads
Executive Director

Fresno Council of Governments

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Fresno, California 93721 fax 559-233-9645

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February 25, 2016

Mr. Will Kempton
Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Subject: Fresno COG Comments on the Draft 2017 Active Transportation Program Guidelines

Dear Mr. Kempton:

Thank you for the opportunity to comment on the California Transportation Commission's (CTC's) Draft 2017 Active Transportation Program (ATP) Guidelines. The Fresno Council of Governments (Fresno COG) appreciates CTC's implementation of the ATP as it has generated several great projects to encourage increased biking and walking, as well as improving the safety and mobility of non-motorized users throughout several areas of Fresno County. Fresno COG believes that many of the proposed revisions to the guidelines will further advance the quality of projects submitted for evaluation.

Fresno COG supports several of CTC's initial recommendations provided in the January 28, 2016 draft guidelines and would like to offer the following comments:

- Fresno COG supports CTC's recommendation to reduce the funding set aside for Active Transportation Plans in predominantly disadvantaged communities from the 3% allocated in Cycle 2 to 2% in Cycle 3 and to phase out this set aside to 1% and then 0% in subsequent cycles. Fresno COG is currently working on implementing our Regional Active Transportation Plan that was awarded during Cycle 1 of the ATP. We look forward to incorporating our member agencies' Active Transportation Plans within our Regional Active Transportation Plan.

- Fresno COG supports the CTC's direction to scale the number of points awarded in relation to the severity of the disadvantaged community affected by the project. The definition for disadvantaged communities should be clarified and there should be an addition to the definition for "severely" disadvantaged (i.e. a community with a median household income (MHI) of less than 60% of the statewide MHI—based on California Water Code Section 13476(j)). Projects that do in fact benefit "severely" disadvantaged communities should be given the highest number of points allocated in the guidelines and then points should be tiered off from there based on the severity of the disadvantaged category. Fresno COG additionally supports the language contained in the draft guidelines that refines and strengthens the data required to support the designation of a community as disadvantaged. We feel these provisions will serve to limit any potential misrepresentation on this issue by project applicants, and will allow all regions in the state to fully share in the benefits of the ATP.

- Fresno COG is aware of potential legislation to delay the adoption of ATP Cycle 3 from April 1, 2017 to April 1, 2019 and we would support such policy. This would keep the ATP and STIP adoptions on different schedules. The funding for Cycle 3 is not available for programming until Fiscal Year 2019/2020. Fresno COG will continue to work with the other regions closely to see what the outcome of this legislation will be and to coordinate the regional timeline accordingly.

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

Thank you for your consideration of Fresno COG's comments. If you have any questions about our comments or any other ATP-related issues, please contact Chelsea Gonzales, Senior Regional Planner, at (559) 233-4148 ext. 223.

Sincerely,

Tony Boren
Executive Director
Fresno Council of Governments

cc: Ms. Laurie Waters, California Transportation Commission, Associate Deputy Director
Ms. April Nitsos, Caltrans, Chief, Active Transportation Program and Special Programs
Mr. Bill Higgins, CalCOG, Executive Director
Mr. Andrew Chesley, San Joaquin COG, Executive Director
Mr. Ahron Hakimi, Kern COG, Executive Director
Ms. Terri King, KCAG, Executive Director
Ms. Marjie Kirn, MCAG, Executive Director
Ms. Rosa Park, StanCOG, Executive Director
Mr. Ted Smalley, TCAG, Executive Director
Ms. Patricia Taylor, MCTC, Executive Director
Mr. Sarkes Khachek, SBCAG, RTPA Moderator

From: jtown@comcast.net
To: Waters, Laurie@DOT
Subject: Cycle 3 ATP Guidelines
Date: Thursday, February 25, 2016 11:33:41 AM

Laurie,

Thanks you for the opportunity to provide comments on the draft 2017 ATP Guidelines. DOT and Caltrans staff have done an outstanding job of attempting to balance the diverse constituencies that will be seeking ATP funding in the coming years. In the interests of full disclosure, I serve on the Caltrans Active Transportation Program
Technical Advisory Committee, on the Board of Directors of Coastwalk California, and consult for the East Bay Regional Park District. My comments, however, represent my own views and not those of the above-mentioned organizations.

Comments:

Disadvantaged Community Points:

The current proposal to continue to offer up to 10 points for projects located within, or shown to be serving disadvantaged communities creates a *preference* for such projects which is not consistent with the legislation. Section 2382 (c) of Chapter 359 of Senate Bill No. 99 states " The guidelines shall include a process to ensure that no less than 25 percent of overall program funds benefit disadvantaged communities during each program cycle." It does not require that projects located in DAC's receive *preference* over those that are not. As we observed in both Cycle 1 and Cycle 2 of the Statewide ATP funding allocations, the addition of 10 points for DAC projects resulted in *preferential* scoring for those projects.

The CTC should consider, as an alternative, a "check off" system, whereby projects that meet the DAC requirements "check off" a box to that effect. Once the projects are scored, (on their merits, not their location) staff can determine whether or not the 25% DAC threshold has been met. If it hasn't been met, the highest-scoring DAC projects that did make the funding cut would "bump" the lowest scoring projects that did. This would eliminate the de facto *preference* for DAC projects in the current scoring system.

Non-Infrastructure Projects/Programs

As a matter of good public fiscal policy, it is a good idea to limit one time funding allocations, like ATP funding, to projects that have a fixed beginning and end. Funding ongoing programs with one-time money can create ongoing fiscal liabilities for state or local governments. ATP funding for non-infrastructure projects should be limited to efforts like planning documents or studies that have a fixed beginning and endpoint. I support strong language in the guidelines requiring funding requests for ongoing programs to clearly identify the source of funds that will sustain the program once the ATP funds have been exhausted.

Thank you for the opportunity to make these comments. I know you have a very difficult job in balancing the interests of the diverse stakeholders and interest groups, and appreciate your continued efforts to do so.

Respectfully,

Jim Townsend

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February 25, 2016

Mr. Bob Alvarado, Chair
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: 2017 Active Transportation Program (ATP) Guidelines

Dear Chair Alvarado:

I would like you to know that I appreciate the extensive opportunity provided by Deputy Director Janssen and especially Laurie Waters to involve regional agencies and other stakeholders in revision of the Active Transportation Program guidelines for the 2017 cycle. Even though there are bound to be some issues that divide us due to the size and diversity of this state, Commission staff has been respectful of our concerns and encouraged interested parties to collaborate to address our issues as well as those of the Commission.

For the most part, my involvement with the guidelines review concentrated on issues concerning Disadvantaged Communities (DAC). Commission staff's initial proposal to reduce points available for DAC status from ten points to five points was a major concern. Most of the communities in Mendocino County, and in rural areas in general, qualify as disadvantaged communities through criteria used in this program. At the same time, the ATP permits up to five points for leveraging. Since budgets of most entities within disadvantaged communities are likely to reflect the economic constraints of their residents, these very entities are unlikely to be able to provide local funding to leverage ATP funding. If there were to be only five points maximum available and the entity sponsoring the project could not provide a match, then there would be NO advantage in being disadvantaged!

Although Commission staff has yet to finalize the draft guidelines that will be presented to the Commission at the March meeting, my sense is that these new guidelines will address most of my concerns. Even so, there is at least one proposed change of which I continue to disagree. This is:

- A change in qualifying criteria under Disadvantaged Communities that would restrict the use of the 75% threshold of participation in the Free or Reduced Priced Meals Program qualifying criterion so that it would apply only to "Safe Routes to Schools" projects. This criterion is a widely used and accepted indicator of economic health. I see no justification for limiting and linking its use to a specific project type. For rural areas especially, it is sometimes difficult to link specific economic data to specific areas. Limitation of this indicator could inhibit viable applications in rural areas. This is especially so in 'clean air' rural counties where CalEnviroScreen is an unreliable indicator of economic health.

RURAL COUNTY REPRESENTATIVES
OF CALIFORNIA

February 25, 2016

Mr. Will Kempton, Executive Director
California Transportation Commission
1120 N Street, Room 2233
Sacramento, CA 95814

Ms. Lucetta Dunn, Chair
California Transportation Commission
1120 N Street, Room 2233
Sacramento, CA 95814

RE: Active Transportation Program – Cycle 3 Guidelines

Dear Mr. Kempton and Ms. Dunn:

On behalf of the Rural County Representatives of California (RCRC), I write to commend the California Transportation Commission (CTC) staff for their efforts and provide comments for development of the Active Transportation Program (ATP) Cycle 3 program criteria and application process.

RCRC is an association of thirty-five rural California counties and the RCRC Board of Directors is comprised of an elected supervisor from each of those member counties. As you may know, rural county supervisors are extensively involved in transportation-related issues on two primary fronts: 1) Boards of Supervisors oversee public works directors/departments and subsequently help maintain the road network of their respective counties; and, 2) many Supervisors sit as members of Regional Transportation Planning Agencies or Metropolitan Planning Organizations where determining and funding projects are prioritized and developed.

RCRC strongly supports the use of alternative options for identifying a Disadvantaged Community (DAC) including Median Household Income and the National School Lunch Program, but more importantly "Option 4," which provides small, rural communities the ability to compete as a DAC using other measurable quantitative data. While some participants have voiced an interest in using the CalEnviroScreen tool in a more exclusive way, RCRC reminds you that doing so would effectively exclude 29 counties (primarily in northern California) from having any DACs regardless of the economically distressed communities found in those counties. We have no objections to the modifications made to the Option 4 criteria in the Draft ATP Guidelines dated February 16, 2016 and thank the CTC staff for maintaining this provision.

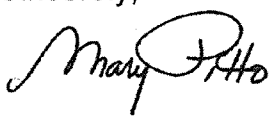
1215 K Street, Suite 1650, Sacramento, CA 95814 | www.rcrcnet.org | 916.447.4806 | Fax: 916.448.3154

ALPINE AMADOR BUTTE CALAVERAS COLUSA DEL NORTE EL DORADO GLENN HUMBOLDT IMPERIAL INYO LAKE LASSEN MADERA MARIPOSA MENDOCINO MERCED
MODOC MONO NAPA NEVADA PLACER PLUMAS SAN BENITO SAN LUIS OBISPO SHASTA SIERRA SISKIYOU SUTTER TEHAMA TRINITY TULARE TUOLUMNE YOLO YUBA

RCRC continues to have concerns over proposed changes to the current criteria included in the ATP Cycle 1 and Cycle 2 Guidelines, specifically regarding efforts to assign tiered point values associated with the severity of a criterion used to identify a DAC. Assigning point values in such a way may have the effect of further limiting the number of rural communities that are eligible to compete using the available criteria. We urge the CTC to conduct a detailed analysis on the impacts a tiered point system would have on rural applicants and that the analysis is provided to ATP stakeholders before these provisions are implemented.

Thank you for time and consideration of these comments and recommendations. We look forward to working with you and the CTC staff to support development of the ATP Guidelines and Criteria for Cycle 3 of the program. If you should have any questions or concerns, please do not hesitate to contact me directly at (916) 447-4806.

Sincerely,



MARY PITTO
Regulatory Affairs Advocate

cc: Members, California Transportation Commission
Ms. Laurel Janssen, Deputy Director, California Transportation Commission
Ms. Laurie Waters, Senior Transportation Planner, California Transportation Commission
Mr. Brian Kelly, Secretary, California Transportation Agency
Mr. Malcolm Dougherty, Director, California Department of Transportation

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Public Works – Engineering Services Division

February 25, 2016

Attn: Laurie Waters
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Re: Comments on the 2017 Active Transportation Program Guidelines

Ms. Waters,

Solano County Public Works Engineering would like to provide the following comments on the Active Transportation Program (ATP) guidelines for the cycle.

First, Solano County recommends that the ATP Guidelines are adjusted to reflect the stated goals of the program with regards to disadvantaged communities. Funding ATP projects in disadvantaged communities is an important piece of the program, and as such part of the California Transportation Committee's (CTC) responsibilities was to ensure that 25% of the funds benefit disadvantaged communities (DACs). However, the scoring for the 2015 ATP cycle gave such a high scoring possibility to programs with DACs that projects without DACs were not competitive in the scoring, and 88% of the statewide and 74% of the small urban and rural funding went to projects in DACs. Solano County Public Works would like to point out this discrepancy between the amount of credit that DACs have received in the scoring verses the stated goals of the CTC, and recommends that a correction to the scoring be applied to allow competitive projects outside of DACs be competitive in the scoring for ATP funding.

The second subject that Solano County Public Works would like to bring up for the 2017 ATP cycle is the lack of credit given to "shovel-ready" projects, or those which have the preliminary engineering and environmental phases cleared. Projects that are shovel-ready can provide a more immediate benefit to local communities as they are able to go to construction upon receiving ATP funding. Furthermore, the funding required to clear the environmental, design, and right-of-way phases provides a greater match for ATP funds, and provides a greater benefit per dollar of ATP funds supplied. As such, Solano County Public Works recommends that there be a consideration for the scheduling and progress of a project, and that those which are shovel-ready are given due credit and consideration.

Solano County Public Works thanks the CTC for its consideration of these comments on the ATP guidelines.

Sincerely,

Nick Burton
Engineering Services Supervisor

Tulare County Association of Governments

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www.tularecog.org

February 25, 2016

Mr. Will Kempton
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Mr. Kempton,

The Tulare County Association of Governments would like to thank the California Transportation Commission for the opportunity to provide comments on the Draft Active Transportation Program Cycle 3 Guidelines. We would also like to thank the CTC staff for their leadership and dedication in conducting the ATP Cycle 3 workshops.

We are generally in agreement with the version of the Guidelines that have been developed to this point. With respect to disadvantaged communities, we offer the following comments:

- We would like to keep the maximum number of points for disadvantaged communities at 10. We feel it is important to do so in order to help the most disadvantaged communities gain access to ATP funding. In addition, we would be in favor of a point structure that awards more points for communities categorized as "severely disadvantaged".

- Determining the degree to which a project will benefit a disadvantaged community can be a complex and sometimes controversial process. A potential solution to this would be for the scoring responsibilities for this criteria being shifted from the evaluation committees to the CTC or Caltrans staff. This could help eliminate the potential for differing interpretations of the disadvantaged communities scoring criteria among the many different ATP evaluation teams.

Thank you again for the opportunity to comment on the Draft 2015 ATP Guidelines. Should you have any questions, please feel free to contact Ben Giuliani or Gabriel Gutierrez at (559) 623-0450.

Sincerely,

Ted Smalley

Ted Smalley
Executive Director

Cc: Laurie Waters, CTC

February 25, 2016

Laurie Waters, Associate Deputy Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

VIA E-MAIL: laurie.waters@dot.ca.gov

Re: Disadvantaged Communities Recommendations for the Active Transportation Program (ATP) Cycle 3 Guidelines & Application

Dear Ms. Waters,

On behalf of the undersigned Los Angeles County-based organizations, we commend the California Transportation Commission (CTC) and your leadership in the implementation of the Active Transportation Program (ATP) as a comprehensive statewide commitment to expand safe travel for all - for those traveling on foot or bicycle. For many communities in Los Angeles County, the ATP is the only significant source of funds for improving walking and bicycling conditions. Below, we outline our recommendations on the proposed changes for the ATP program.

Recommendation 1: Retain Full 10 Points for Disadvantaged Communities. We value the program's emphasis on disadvantaged communities. This prioritization of funding by demonstrated data and need is tremendous. A model we are inspired to see in the implementation of California's Cap and Trade funds as well, it is promising to see State transportation and housing funding take this strategic approach. At the February 3rd ATP workshop held in downtown Los Angeles the handout on the summary of proposed changes reflected reducing the maximum number of points available for benefit to Disadvantaged communities from 10 to 5. We are concerned to see this and recommend that the full 10 points are retained. It has been exciting to see the ATP program place a data driven emphasis on need and safety in the allocation of funds, we encourage you to maintain this approach.

This approach addresses a clear need in our communities throughout Los Angeles County. Providing dedicated points to disadvantaged communities helps these communities overcome the difficulties presented by lack of matching funds, dedicated staff working on safe routes to school and walking and bicycling projects, and/or funds to develop, adopt, and implement plans.

Applicants should be required to clearly demonstrate, document, and substantiate how the project is addressing a community-identified mobility, safety, employment/economic, public health and/or community-vitality barrier and/or need, as

well as how DAC residents were directly engaged to identify and develop solutions to overcome barriers/needs. Examples of direct benefits could include:

Mobility Benefit

- Removes or mitigates DAC resident-identified physical barrier to walking and/or biking (e.g., installs sidewalks or bike lanes on routes DAC residents use to access community services and schools)
- Removes or mitigates DAC resident-identified social barrier to walking and/or biking (e.g., provides culturally and linguistically appropriate pedestrian and/or bicycle safety education)
- Removes or mitigates DAC resident-identified economic barrier to walking and/or biking (e.g., providing free bicycles, helmets, or locks to DAC-residents)
- Addresses lack of existing active transportation infrastructure that poses safety and health hazards to DAC residents (e.g. curb expansion, sidewalks and bike lane implementation to facilitate access to community-identified resources)

Safety Benefit

- Addresses DAC resident-identified traffic safety concern (e.g., high traffic speeds, lack of physical separation, etc.)
- Addresses DAC resident-identified personal safety concern (e.g., inadequate lighting, community violence, few eyes on the street, etc.) Example mitigations include, community walking clubs and adequate lighting to ensure that the community's significant number of residents that have nontraditional employment schedules will be able to access the project at night.

Employment/Economic Benefit

- Improves non-motorized access for an identified DAC population served by the project to job centers–which may include public or private employment and at schools with job centers–where they are demonstrated to work.
- Improves non-motorized access by an identified DAC population served by the project to public transportation that takes them to job centers–which may include public or private employment and at schools with job centers–where they are demonstrated to work. These improvements should be specifically identified by the DAC population served.
- Utilizes targeted local hiring or community workforce agreements to benefit an identified DAC population in project construction/implementation.

Public Health

- Increases non-motorized access by DAC residents to parks and open space within walking/biking distance from their homes.
- Directly addresses a key health disparity experienced and identified by DAC residents in the project vicinity (e.g., project constructs walking path and hosts culturally and linguistically appropriate walking clubs targeted to residents at risk of diabetes or heart disease)

Community Vitality

- Addresses DAC resident-identified safety concerns regarding blight (e.g., project includes component to enable youth to paint community murals of pedestrian and bicycle safety messages along the project's proposed project ROW)
- Increases non-motorized access by DAC residents to public spaces (e.g. plazas, parklets, etc.) within walking/biking distance from their homes.

Recommendation 2: Enable MPO Discretion for Setting Aside Funds for Planning in Disadvantaged Communities.

Less than a quarter of cities and counties in California have an adopted safe routes to school, pedestrian, bicycle, or combined bicycle/pedestrian master plan. The lack of active transportation planning in our state is dire, and this is even more pronounced in our disadvantaged communities. Robust active transportation plans are critical to ensuring that agencies have identified and prioritized high quality, effective infrastructure projects for future funding applications. Planning efforts serve as necessary venues for resident outreach and engagement to identify community-supported needs for active transportation. We recommend that the Guidelines provide flexibility for MPOs to set a higher set-aside for planning in disadvantaged communities in excess of state's 2% set-aside.

We thank you for the opportunity to provide feedback on the Cycle 3 Guidelines and Application, and we look forward to working with you to strengthen the Active Transportation Program. Please contact Jessica Meaney at 213-210-8136 or jessica@investinginplace.org with any feedback or questions on this letter.

Sincerely,

Claire Robinson
Managing Director
Amigos de los Rios

Mike and Kayla Kaiser
Founders
Bike Car 101

Wes Reutimann
Project Director
Bike San Gabriel Valley

Christy Zamani
Executive Director
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cc:

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April Nitsos, Chief, Office of Active Transportation and Special Programs, Division of Local Assistance, Caltrans, april.nitsos@dot.ca.gov

public health alliance of southern california
A Partnership for Healthy Places

City of Long Beach
Department of Health
and Human Services

Los Angeles County
Department of Public Health

City of Pasadena
Public Health Department

County of Riverside
Department of Public Health

Santa Barbara County
Public Health Department

County of San Bernardino
Department of Public Health

County of San Diego
Health and Human Services
Agency

Ventura County
Public Health

February 25, 2016

Laurie Waters
1120 N Street, MS-52
Sacramento, CA 95814

Dear California Transportation Commission Members and Staff:

The Public Health Alliance of Southern California (Alliance) is a collaboration of local health departments in Southern California working to create communities where all residents can be healthy and active. Given the important health benefits associated with increased physical activity[1], and the potential of active transportation to help our population meet Federal physical activity guidelines[2] while accessing essential destinations, Health Departments are supportive of the Active Transportation Program (ATP) and its ongoing funding. Far more projects applied for Active Transportation Program Funding in the previous two cycles than were awarded (estimated 1 billion in funding applications each cycle, with only 360 million funded each cycle). In recognition of the significant public health and greenhouse gas reduction benefits that accrue from active transportation investments, we encourage increased and ongoing investment in the program, including future investment of Greenhouse Gas Reduction fund dollars.

Local Health Departments were pleased to participate in Cycle 1 and 2 of the Active Transportation Program, in partnership with other jurisdictions, as funding applicants, and as reviewers of applications in both the Statewide and the Local funding competitions.

Based on our experience, we have the following recommendations for improving Cycle 3 of the program:

Prioritize Disadvantaged Communities and the Social Determinants of Health:
As public health professionals engaged in efforts to reduce the stark disparities in health that exist across California, an important focus of our work is identifying and improving conditions in health disadvantaged communities. Evidence suggests that social factors, which include income, unemployment, education and rent burden are among the most significant drivers of health and wellbeing[3].

---

[1] Increasing median time spent walking and biking in the Bay area to 22 minutes carried substantial health improvements, including offer significant co-benefits in terms of health, with projected reductions in cardiovascular disease and diabetes of 14% and 6-7%, respectively, and colon and breast cancer reductions of 5%.
[2] The US Surgeon General recommends 150 minutes of moderate intensity aerobic physical activity each week. http://health.gov/paguidelines/guidelines/chapter4.aspx
[3] US Burden of Disease Collaborators. The state of US health, 1990-2010: burden of diseases, injuries, and risk factors. *JAMA*. 2013 Aug 14; 310(6):591-608.

We commend the efforts of CTC staff to have an open discourse about how the Active Transportation Program Guidelines can be adjusted to ensure that disadvantaged communities can share equally in the benefits of the Active Transportation Program and attendant health co-benefits can be targeted to these areas of greatest health need.

- **We strongly support the proposal to award 10 points to disadvantaged communities based on a more rigorous tiered scale.** We recommend that these ten points be awarded as suggested in the letter provided in the SRTS/ Bicycle coalition/ California walks letter to the CTC dated 2/5/16 (refer to Attachment 1, page 6).
- **We recommend that the Free and Reduced Price Lunch standard for identifying disadvantaged communities be allowable *only* for Safe Routes to School Projects directly serving the school used to qualify.** School catchment/attendance area boundaries do not necessarily align with the 2 mile radius currently being proposed. In order to use this criteria the project must be a Safe Routes to School project with infrastructure improvements located within the attendance boundary of the school being used to qualify.
- **We recommend that the disadvantaged community question be the first question on the application.** Applicants claiming points for benefitting disadvantaged communities in the first question should then be required to demonstrate how their project will specifically benefit disadvantaged communities per the criteria in the subsequent application questions. As a guideline for measuring direct benefit, we recommend the framing provided in the SRTS/ Bicycle coalition/ California walks letter to the CTC dated 2/5/16 and attached, which established guidelines for direct benefit (refer to Attachment 1, page 3).

While we expect that the tighter scoring criteria will reduce the chance that communities will be awarded unmerited points in this section, a number of other changes could further ensure that projects optimize benefits to truly disadvantaged communities:

- **Streamline the application and application process.** The labor intensiveness of the current application favors applicants with greater resources/ access to technical assistance. We recommend a simplification of the application, possibly based on the Caltrans Office of Traffic Safety (OTS) Bicycle and Pedestrian Safety Program guidelines as shown in attachment 2. Even the application in its current form could be streamlined by utilizing an online format, with auto-calculator forms for elements of the plan including the disadvantaged community status question. A variety of open source, low cost resources (i.e., Google forms), could be utilized to achieve this result.
- **Invest in Active Transportation Planning in Disadvantaged Communities.** No amount of tweaking and modifying the ATP application process or point allocations will ensure that the projects needed by disadvantaged communities are consistently proposed and awarded in a statewide competition. This is especially true when many disadvantaged communities do not have active transportation plans in place. By encouraging disadvantaged communities to apply for funding to complete active transportation plans, the ATP program will cultivate the future success of active transportation projects in these communities. In support of this, we also recommend returning the funding set-aside for the planning in disadvantaged communities to 3% in the statewide competition, and granting MPOs discretion for awarding up to 5% of regional funds to planning.
- **Dedicate funding for technical assistance to disadvantaged communities.** Funding should be set aside to provide technical assistance to the most disadvantaged jurisdictions (those cities

where the majority of census tracts are the top-most disadvantaged census tracts[4] statewide) to help them successfully complete ATP applications. We recommend that the CTC identify and conduct outreach to these jurisdictions in advance of issuing the call for projects, and work to promote genuine public engagement processes that encourage these jurisdictions to elevate ATP planning and project applications for their disadvantaged community neighborhoods.

- **Consider using the California Health Disadvantage Index as a screening tool for identifying communities most in need of technical assistance.** The California Health Disadvantage Index ranks census tracts statewide based on social determinants of health criteria. We feel that the components of this tool have a direct nexus with the goals of the Active Transportation Program, and would recommend its use as an additional tool for defining disadvantaged communities. More information about this tool is available on the web http://phasocal.org/ca-hdi/
- **Remove the stipulation in Section 7 that states that requests for non-infrastructure and planning project funding cannot be combined.** Non-infrastructure Safe Routes to School (SRTS) projects are often an important component of active transportation planning, and can help elevate projects of vital importance from the community level into the type of disadvantaged community-benefitting pipeline described above. Allowing flexibility to applicants to use funding for both planning *and* non-infrastructure acknowledges the important role that SRTS programs play in engaging the community in planning processes.

Develop a process that is more supportive of non-infrastructure projects:
Local Health Departments have been longstanding partners in efforts to encourage transportation-related physical activity, partnering with jurisdictions on Safe Routes to School assessments and projects, recommending physical activity as a 'prescription for health,' and seeking to help communities with concerns about crime by implementing *Cri e Prevention Through Environ ental Design* strategies. We see non-infrastructure projects as laying the groundwork for communities where everyone can connect and have access to opportunities by means other than a motorized vehicle while creating a culture of health through active living. As such, the criteria should not only focus on infrastructure, but on developing programming and education to help residents feel safe and connected while walking of biking to destinations.

ATP non-infrastructure grants also help finance the ongoing collaboration of health and planning at a local level, helping not only to increase the effectiveness of active transportation infrastructure improvements, but also to create a broad understanding of how individual transportation choices can improve health.

The structure of ATP Cycles 1-2 has made it difficult for excellent non-infrastructure projects to receive funding. Many of these issues have not been addressed in the Cycle 3 guidelines. The following recommendations are designed to ensure a fairer process for non-infrastructure projects:

- **Develop separate guidelines and application pathway for non-infrastructure and planning projects in ATP.**
- **Make programming to create "a culture of health" around physical activity an eligible program expenditure.**
- **Do not require non-infrastructure projects to demonstrate access to a sustainable funding source. (Section 11, bullet 3)** Many of the non-infrastructure projects will not be able to meet

[4] Those census tracts meeting the 'Severely Disadvantaged' criteria of: <60% MHI, top 15% CES, or top 15% HDI.

this threshold, given that funding for this type of work is generally cobbled together from other (non-ATP) grant sources with clear end dates.

- **Remove the stipulation barring the use of ATP funds to support ongoing efforts. (Section 11, bullet 3).** The goal of non-infrastructure programming should be sustained improvements to active transportation mode share and safety. These types of improvements often require sustained effort and program development over multiple years, however there are few revenue streams available to support successful programs. Rather than barring the possibility of ongoing or repeat funding of the same project, the ATP should support applicants that have the initiative to seek ongoing funding for non-infrastructure project that has demonstrated success in prior cycles.
- Should separate guidelines and application pathways for non-infrastructure and planning projects not be developed, **move the construction readiness element of the tiebreaker criteria, or include an additional criteria that is favorable to non-infrastructure projects so long as infrastructure and non-infrastructure projects continue to compete within the same process. (Section 19)** The current inclusion of construction readiness for infrastructure projects would unfairly favor those projects in a tie situation.

In addition to challenges with the guidelines themselves, the review process for the previous two ATP cycles were unfavorable to non-infrastructure projects. Reviewers often lack the experience/knowledge base to judge non-infrastructure projects, and are not provided adequate guidelines for judging non-infrastructure projects. Establishing a separate review process for non-infrastructure projects, with dedicated reviewers with a background in community engagement and outreach would be helpful in identifying these excellent projects. If dedicated non-infrastructure reviewers are not available, we recommend establishing training for all reviewers designed to provide guidance on non-infrastructure projects. This training should be offered through the Technical Assistance Resource Center and include a primer on the social determinants of health. We would be pleased to participate in/conduct this training.

Recommendation for Question 4: Improved Public Health

Experience suggests that location within health disadvantaged communities, culturally sensitive project design, and supportive safety/encouragement promotion efforts can help projects optimize public health co-benefits. The public health question is an opportunity for applicants to consider these elements of project design, and to collaborate with public health professionals to maximize their project's health benefit. Our proposed revision to this question is intended to solicit more meaningful responses to this question, while also providing more guidance to applicants. Our revision consists of three parts, each of which would contribute to the question's 10 allowable points: 1) existing health-related disparities (HDI score), 2) projects that are designed to improve conditions that contribute to health and 3) local partnership with public health.

1) Health-Related Disparities (HDI Score)--5 points awarded based on project location within, or directly benefiting, census tracts as ranked by their level of community health inequity using the California Health Disadvantage Index. Since its inception, the ATP Guidelines have focused the public health section on "targeting of populations with high risk factors." To make this section easier on applicants and more objective, we strongly support the use of the California Health Disadvantage Index (HDI) (see http://phasocal.org/ca-hdi/) for the public health section, which we believe would help prioritize projects that address health disparities. The HDI tool was developed in collaboration with California local

health departments, and ranks California Census tracts according to public health disadvantage as indicated by the social determinants of health.[5]

We recommend using the 'directly benefitting' criteria proposed on pages 3-4 of Attachment 1 2/5/16 letter on Disadvantaged Communities Recommendations. The following tiered structure is proposed (below). Applicants may use the highest HDI score in the project/service area to determine points.

Table 1: HDI score (percentile ranking) correlated with proposed Question 4 points awarded (out of 5)

0-25% HDI	25-50% HDI	50-75% HDI	75-85% HDI	85-100% HDI
1	2	3	4	5

2) Projects that are designed to improve conditions that contribute to health--3 points for addressing health challenges as determined by HDI component indicators. The HDI has five domains and twenty seven component indicators (list here: http://phasocal.org/wp-content/uploads/2016/02/HDI-component-indicators.pdf), including areas such as percent in poverty, no auto ownership, and supermarket access. Applicants must provide a structured response demonstrating how their project will improve these components of public health. One point will be awarded for each separate indicator addressed for a maximum of 3 points.

Exa ples:

Indicator	Current % score	How will project improve this health challenge?	Supporting documentation
% in Poverty	XX%	Project will have a local hire policy, requiring 25% of those employed in project construction to live within the highest HDI scored census tract of project.	Upload employment policy document for project
Linguistic Isolation	XX%	Maps, signage, wayfinding materials and project promotion in dominant language(s) for area.	Quantify and justify % of outreach funding allocation for non-English materials.
Supermarket Access	XX%	Demonstrate how project will improve safety, access and convenience of supermarket shopping using active modes.	Map demonstrating improved distance, letter of commitment from store owners regarding safety improvements, evidence of bicycle parking in plan design.
Tree Canopy	XX%	Describe how project design will increase tree canopy and heat mitigation strategies.	Project includes design and funding strategies for tree planting and

[5] More detailed information is available in the report on HDI 1.1, available here: http://phasocal.org/wp-content/uploads/2016/02/HDI1.1FinalReport2016-01-26.pdf

			maintenance incorporating sustainable water provision practices.
Park Access	XX%	Demonstrate how project will improve safe access to parks/ open space.	Maps/photographs illustrating current access challenges and distance, and strategies to address these challenges.

3) Local Partnership with Public Health: 2 points for coordination with local health department

- 1 point for inclusion of Crime Prevention for Environmental Design (CPTED) strategies in project design/plan.[6]
- 1 point for demonstrated input/review/support of the application by the local health department.

Perception of safety from violent crime is an important pre-requisite to the use of active transportation modes[7]. We appreciate the ATP program's commitment to improving safety from accident/collisions, and recommend the use of CPTED criteria as tool for ensuring that projects are also taking violence prevention into account.

The Public Health Alliance of Southern California will be glad to collaborate with staff to develop refined evaluation criteria and reviewer training materials if the CTC decides to adopt this revision to question 4.

Require applicants to collect data for project evaluation:

ATP projects represent an important opportunity to fill in some of the gaps in our knowledge about how the built environment can support active transportation. To this point, however, there has been no effort to collect before/after count data of active transportation use to evaluate the effectiveness of project design, and to inform future best practices. We recommend that awarded projects be required to conduct pre/post user counts, and the establishment of technical resources to standardize these counts to the extent possible. The resulting database should be a public resource that informs future grant cycles as well as the broader practice of promoting active transportation.

Build Evaluation into the ATP:

We recommend the CTC invest in collecting project results and accomplishments for each cycle in a publicly available evaluation document. We appreciate the components currently collected as per section IX of the Guidelines, however we feel that a more robust accounting of accomplishments would demonstrate the tremendous value being created by the ATP, while also refining future programming cycles for greatest benefit to our state.

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[6] As a potential resource to applicants, we recommend the Center for Problem Oriented Policing's "Using CPTED in Problem Solving", http://www.popcenter.org/tools/pdfs/cpted.pdf. We anticipate the release of further CPTED resources from the SGC's Health In All Policies Task Force this year.

[7] Loukaitou-Sideris, A. Eck, J.E. (2007). Crime Prevention and Active Living. *A erican Journal of Health Pro otion*, 21(4S), 380-389. Accessed online at: http://activelivingresearch.org/crime-prevention-and-active-living-0

More constructively include recommendations from the ATP-TAC:
We commend the formation of the Active Transportation Program Technical Advisory Committee (ATP-TAC), but are concerned that this group's expertise was largely underutilized in the Cycle 3 guideline revision process. While we appreciated the democratic spirit of the ATP Cycle 3 workshops, technological challenges and the complexity of the topics at hand made the workshops a difficult forum for providing feedback. We encourage you to trust in the representative process established through the ATP-TAC, and utilize the significant knowledge base of the ATP-TAC members more effectively in future guideline revision processes.

Thank you for your consideration of our suggestions for the improvement of this important program. We want to reiterate our willingness to partner with the State on the development of public health guidance, criteria, and reviewer training materials for the Active Transportation Program.

Sincerely,

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SFMTA
Municipal Transportation Agency

Edwin M. Lee, *Mayor*

Tom Nolan, *Chairman*
Cheryl Brinkman, *Vice-Chairman*
Gwyneth Borden, *Director*
Malcolm Heinicke, *Director*
Joél Ramos, *Director*
Cristina Rubke, *Director*

Edward D. Reiskin, *Director of Transportation*

February 25, 2016

Will Kempton
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Attn: Laurie Waters

Dear Mr. Kempton:

The San Francisco Municipal Transportation Agency (SFMTA) and the San Francisco County Transportation Authority (SFCTA) are extremely supportive of the State's Active Transportation Program (ATP). The goals of improving safety while increasing pedestrian and bicycling benefits are of paramount concern to San Francisco. Our Vision Zero program seeks to reduce all traffic fatalities to zero by 2024. As of today we have completed 30 high priority Vision Zero projects and are anticipating an allocation of $4 million of ATP funds for Vision Zero treatments to the Van Ness Bus Rapid Transit project. During the first two ATP cycles San Francisco has benefited greatly with $10,128,196 being awarded across six projects sponsored by the SFMTA, Public Works and Department of Public Health. One of SFMTA's staff, Joel Goldberg, is a member of the recently convened ATP Technical Advisory Committee (TAC).

Your staff has been leading a number of workshops across the State in anticipation of ATP Cycle 3. We offer two recommendations to you and your team for Cycle 3:

1. Reconsider the programming horizon: Joel and a number of members of the ATP TAC have repeatedly expressed concern about the long planning horizon. This coming summer's grant applications will result in an ATP program being adopted in the spring of 2017. However, we will not see the first half of ATP funding until January 2020 with the second tranche arriving a year later, in 2021, *almost five years from now.* It is somewhat illogical to program funds so far in advance of the funds actually being available. Applications will likely not be as well-conceived (e.g., lacking NEPA clearance and timely community outreach) as those with imminent funding. Our thinking is that Cycle 3 projects that are high priority, reasonably priced, and safety-driven will be completed using alternative funds. If this happens across the State, staffs at sponsor agencies, RTPAs and at CTC will caught up on a statewide reprograming treadmill.

Because ATP Cycle 3 funds cannot be advanced, the programing capacity is constrained to Fiscal Years 2020 and 2021 no matter when the programming decisions are made; submitting projects for consideration over the next few months will not accelerate their delivery with ATP funds. You may wish to consider a smaller planning and design oriented call for projects that taps into new FAST legislation funds and, two years from now, issue a larger Call for Projects closer to the actual disbursement of funds. This suggestion both honors the Legislative intent of biennial programming cycles while allowing for us to learn from current Cycle 1 and Cycle 2 projects not yet delivered. Ultimately, we will get a better, richer and more thought out array of projects than if we rush to program funds now.

2. Allow for ATP funds to backfill STIP. Current policy regarding supplanting states that "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." We recommend that this exception be allowed namely that "ATP funds cannot be used to supplant other committed funds *with the following exception:*

    a. *ATP funds can be programmed to backfill State Transportation Improvement Program (STIP) funds, for ATP eligible projects, that were previously programmed but delayed or deleted from the STIP because of reduced Fund Estimates. This exception applies retroactively to projects that received ATP funds from previous cycles."*

    We understand that SFCTA staff is working with your staff to clarify the need and specific language for this revision to be put into play and coordinated with the timing of the 2016 STIP adoption process.

We want to thank you and the CTC for administering such a complex and timely program. Its outcomes will make for safer, healthier multimodal travel here and across the State. If you have any questions about these recommendations, please feel free to call us or our staff, Joel Goldberg (415.701.4499, joel.goldberg@sfmta.com) or Amber Crabbe (415.522.4801, amber.crabbe@sfcta.org).

Sincerely,

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Cc: Mohammed Nuru, Director, San Francisco Public Works
April Nitsos, Chief, Office of Active Transportation and Special Programs, Caltrans
Kate White, Deputy Secretary of Environmental Policy and Housing Coordination, CalSTA
Sarah Jepson, Manager, Active Transportation & Special Programs, SCAG
Steve Heminger, Executive Director, MTC

M e m o r a n d u m

Tab 66

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

Reference No.: 4.4
Action

From: WILL KEMPTON
Executive Director

Subject: **ADOPTION OF THE 2017 ACTIVE TRANSPORTATION PROGRAM (ATP) GUIDELINES RESOLUTION G-16-07, AMENDING RESOLUTION G-15-04**

ISSUE:

The proposed 2017 Active Transportation Program (ATP) Guidelines are provided as Attachment 1 for adoption by the Commission. A draft version of the 2017 ATP Guidelines was presented to the Commission at the January 20-21, 2016 meeting. Since that meeting the draft guidelines were modified to clarify language and respond to public comment.

To prepare the 2017 ATP Guidelines, workshops were held on January 29, February 3, February 12 and February 16, 2016. The main topics of discussion at these workshops included non-infrastructure projects, project eligibility, definition of disadvantaged communities, evaluation criteria and project scoring. The workshops were well attended, with representatives from Regional Transportation Planning Agencies, Metropolitan Planning Organizations, Caltrans, walking, biking and health advocates, and others. In addition, staff received multiple e-mails and letters with suggestions for changes to the Guidelines, and a sampling of these are attached. The proposed 2017 ATP Guidelines represent a general consensus of interested stakeholders.

RECOMMENDATION:

Staff recommends that the Commission adopt the 2017 Active Transportation Program Guidelines as proposed in Attachment 1.

BACKGROUND:

On September 26, 2013, the Governor signed legislation creating the Active Transportation Program (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). This legislation requires the Commission, in consultation with an Active Transportation Program Workgroup, to develop program guidelines. The Active Transportation Program Workgroup includes Regional Transportation Planning Agencies, Metropolitan Planning Organizations, Caltrans, walking, biking and health advocates, and others.

The goals of the Active Transportation Program are to:

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

Attachments

1. Proposed 2017 Active Transportation Program Guidelines
2. CTC Resolution G-16-07, Amending Resolution G-15-04

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of 2017 Active Transportation Program Guidelines
March 16-17, 2016

RESOLUTION G-16-07, AMENDING RESOLUTION G-15-04

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(a) requires the Commission to develop guidelines for the Active Transportation Program, and

1.3 WHEREAS Streets and Highways Code section 2382(d) requires the Commission to hold at least one public hearing prior to adopting amended guidelines, and

1.4 WHEREAS Streets and Highways Code section 2382(a) requires the Commission form an Active Transportation Program Workgroup to provide guidance on matters including the development of guidelines, and

1.5 WHEREAS the Commission convened the Active Transportation Program Workgroup and held four workgroup meetings in January and February 2016 to discuss proposed amendments to the guidelines, and

1.6 WHEREAS a draft of proposed guidelines was presented at the January 20-21, 2016 Commission meeting and the Commission held a public hearing on the guidelines on March 17, 2016, and

2.1 NOW THEREFORE BE IT RESOLVED that the Commission adopts the 2017 Active Transportation Program guidelines, as presented by staff on March 17, 2016, and

2.2 BE IT FURTHER RESOLVED that the purpose of these guidelines is to identify the Commission's policy and expectations for the Active Transportation Program and thus to provide guidance to applicants, implementing agencies, and Metropolitan Planning Organizations, and

2.3 BE IT FURTHER RESOLVED that these guidelines do not preclude any project nomination or any project selection that is consistent with the implementing legislation, and

2.4 BE IT FURTHER RESOLVED that the Commission directs staff to post these guidelines on the Commission's website.

DRAFT

2017

ACTIVE TRANSPORTATION PROGRAM GUIDELINES

March 17, 2016

California Transportation Commission

CALIFORNIA TRANSPORTATION COMMISSION
2017 ATP GUIDELINES
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I. Introduction

1. Background

The Active Transportation Program **(ATP)** 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 ~~Active Transportation Program~~ **ATP**. The guidelines were developed in consultation with the A~~ctive~~ T~~ransportation Program~~ Workgroup. The workgroup includes representatives from Caltrans, other government agencies, and active transportation stakeholder organizations with expertise in pedestrian and bicycle issues, including Safe Routes to School programs.

~~The California Transportation Commission (Commission) adopted the initial Active Transportation Program guidelines on March 20, 2014.~~ The Commission may amend the **ATP** ~~adopted~~ guidelines after conducting at least one public hearing. The Commission must make a reasonable effort to amend the guidelines prior to a call for projects or may extend the deadline for project submission in order to comply with the amended guidelines.

2. 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.

3. Program Schedule and Funding Years

The guidelines for the ~~second~~ **third** program of projects must be adopted by March ~~26, **2015**~~**17, 2016**.

New programming capacity for the 2017 ATP will be for state fiscal years 2019/20 and 2020/21.

~~This second program of projects must be adopted by the Commission by December 2015. Subsequent~~ **Each** program~~s~~ must be adopted not later than April 1 of each odd-numbered year; however, the Commission may alternatively elect to adopt a program annually.

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The following schedule lists the major milestones for the development and adoption of the **2017** ~~2015~~ Active Transportation Program (ATP):

Draft ATP Guidelines **and Application** presented to Commission	~~January 22, 2015~~ **January 20-21, 2016**
Commission hearing and adoption of ATP Guidelines ~~**and Application**~~	~~March 26, 2015~~ **March 17, 2016***
Call for projects	~~**March 26, 2015**~~ ~~**March 30, 2016**~~ **April 15, 2016**
Commission adopts ATP Fund Estimate	~~March 26, 2015~~ **May 18, 2016***
Large MPOs submit optional guidelines to Commission	~~June 1, 2015~~ **June 1, 2016**
Project applications to Caltrans (postmark date)	~~June 1, 2015~~ **June 15, 2016**
Commission approves or rejects MPO guidelines	~~June 24-25, 2015~~ **June 29-30, 2016***
Staff recommendation for statewide and small urban and rural portions of the program	~~Sept. 15, 2015~~ **October 28, 2016**
Commission adopts statewide and small urban and rural portions of the program	~~Oct. 21-22, 2015~~ **December 7-8, 2016***
Projects not programmed distributed to large MPOs based on location	~~Oct. 22, 2015~~ **December 7-8, 2016**
Deadline for MPO project programming recommendations to the Commission	~~Nov. 16, 2015~~ **January 27, 2017**
Commission adopts MPO selected projects	~~Dec. 9-10, 2015~~ **March 2017**

*Dates coincide with the Commission's adopted 2016 CTC meeting calendar.

II. Funding

4. 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.

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5. Distribution

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. Consistent with these requirements, the Active Transportation Program funds must be distributed as follows:

- Forty percent to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000.

  These funds must be distributed based on total MPO population. 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 large urban, small urban, or rural areas.

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

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

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

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

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

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

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

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

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Additional minimums may be applied, such as a minimum for safe routes to schools projects, subject to the annual State Budget Act.

6. Matching Requirements

Although the Commission encourages the leveraging of additional funds for a project, matching funds are not required. If an agency chooses to provide match funds, those funds cannot be expended prior to the Commission 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. The 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.

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

7. Funding for Active Transportation Plans

Funding from the Active Transportation Program may be used to fund the development of community-wide active transportation plans ~~in~~ **within or, for area-wide plans, encompassing** 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.

The Commission intends to set aside up to ~~3%~~ **2%** of the funds in the statewide competitive component and in the small urban and rural component for funding active transportation plans in predominantly disadvantaged communities. A large MPO, in administering its portion of the program, may make up to ~~3%~~ **2%** of its funding available for active transportation plans in disadvantaged communities within the MPO boundaries.

The first priority for the funding of plans will be for cities, counties, county transportation commissions, regional transportation planning agencies, MPOs, school districts, or transit districts that have neither a bicycle plan, a pedestrian plan, a safe routes to schools plan, nor a comprehensive active transportation plan. The second priority for the funding of plans will be for cities, counties, county transportation commissions, regional transportation planning agencies, or MPOs that have a bicycle plan or a pedestrian plan but not both. The lowest priority for funding of plans will be for updates of active transportation plans older than 5 years.

The Commission intends to ~~decrease this set aside to 2% in the 2017 cycle, and~~ reassess the set aside for plans in future program cycles.

Applications for plans may not be combined with applications for infrastructure or other non-infrastructure projects.

8. 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 Commission

allocation and, for federally funded projects, Federal Highway Administration project approval (i.e. Authorization to Proceed) are not eligible for reimbursement.

III. Eligibility

9. 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.
- Caltrans*
- Transit Agencies - Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resources 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 projects eligible for Recreational Trail Program funds 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 Commission determines to be eligible.

A project applicant found to have purposefully misrepresented information that could affect a project's score may result in the applicant being excluded from the program for the current cycle and the next cycle.

For funding awarded to a tribal government, a fund transfer to the Bureau of Indian Affairs (BIA) may be necessary. A tribal government may also partner with another eligible entity to apply if desired.

** Caltrans and MPOs, except for MPOs that are also regional transportation planning agencies, are not eligible project applicants for the federal Transportation Alternative Program funds*

appropriated to the Active Transportation Program. Therefore, funding awarded to projects submitted directly by Caltrans and MPOs are limited to other Active Transportation Program funds. Caltrans and MPOs may partner with an eligible entity to expand funding opportunities.

10. Partnering With Implementing Agencies

Eligible applicants ~~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~~ **In addition, eligible applicants** that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project **are encouraged to** ~~may~~ partner with an eligible applicant that can implement the project. If another entity agrees **to be the implementing agency** and 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 first request for allocation.

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

11. 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. Though the 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. PSR guidelines are posted on the Commission'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 Commission intends to focus funding for non-infrastructure ~~projects on pilot and~~ **on** start-up projects**. A project is considered to be a start-up when no program currently exists. Start-up projects must demonstrate how the program is sustainable after ATP funding is exhausted.** ~~that can demonstrate funding for ongoing efforts.~~ ATP funds **cannot** ~~are not intended to~~ fund ongoing program operations. Non-infrastructure projects are not limited to those benefiting school students. **Program expansions or new components of existing programs are eligible for ATP**

funds as long as the applicant can demonstrate that the existing program will be continued with non-ATP funds.

- Infrastructure projects with non-infrastructure components.

A. Example Projects

Below is a list of projects considered generally eligible for Active Transportation Program funding. This list is not intended to be comprehensive; other types of projects that are not on this list may also be eligible if they further the goals of the program. Components of an otherwise eligible project may not be eligible. For information on ineligible components, see the Department's 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 **improving the active transportation operations/usability** 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**. Components may include but are not limited to** ~~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.

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- 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 **or designed to promote walking and biking on a daily basis**.
- 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.

12. Minimum Request for Funds

In order to maximize the effectiveness of program funds and to encourage the aggregation of small projects into one larger comprehensive project, the minimum request for Active Transportation Program funds that will be considered is $250,000. This minimum does not apply to non-infrastructure projects, Safe Routes to Schools projects, Recreational Trails projects, and plans.

MPOs, in administering a competitive selection process, may use a different minimum funding size. Use of a minimum project size greater than $500,000 must be approved by the Commission prior to an MPO's call for projects.

13. 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.

A. Disadvantaged Communities

For a project to contribute toward the Disadvantaged Communities funding requirement, the project must clearly demonstrate**, with verifiable information,** a direct, meaningful, and assured benefit to a **disadvantaged** community. **To count as providing a benefit, a project must fulfill an important need of low-income people in a way that provides a significant benefit and targets its benefits primarily to low-income people while avoiding substantial burdens on a disadvantaged community.**

For a project to qualify as directly benefiting a disadvantaged community, the project must be located within or in reasonable proximity and have a direct connection, to the disadvantaged community served by the project; or the project must be an extension or a segment of a larger project that connects to or directly adjacent to that disadvantaged community. It is incumbent upon the applicant to clearly articulate how the project benefits the disadvantaged community; there is no presumption of benefit, even for projects located within a disadvantaged community. To qualify as a disadvantaged

community the community served by the project must meet at least one of the following criteria:

- The **Median Household Income (Table ID B19013)** ~~median household income~~ is less than 80% of the statewide median based on the most current **C**ensus **T**ract **(ID 140)** level data from the **2010-2014** American Community Survey **(<$49,191)**. **Communities with a population less than 15,000 may use data at the Census Block Group (ID 150) level. Unincorporated communities may use data at the Census Place (ID 160) level.** 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 version of the~~ California Communities Environmental Health Screening Tool **2.0** (CalEnviroScreen **2.0**) scores **(score must be greater than or equal to 36.62)**. This list can be found at the following link under SB 535 List of Disadvantaged Communities:

  http://www.calepa.ca.gov/EnvJustice/GHGInvest/

- 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**. Project must be located within two miles of the school(s) represented by this criteria.** ~~or, for projects not directly benefiting school students, explain why this measure is representative of the larger community.~~

- Other:
  - If a project applicant believes a project benefits a disadvantaged community but the project does not meet the aforementioned criteria **due to a lack of accurate Census data or CalEnviroScreen data that represents a small neighborhood or unincorporated area**, the applicant must submit for consideration a quantitative assessment, ~~**such as a neighborhood-level survey,**~~ **to demonstrate that the community's median household income is at or below 80% of that state median household income.** ~~or why the community should be considered disadvantaged, or how the project connects a disadvantaged community to outside resources or amenities~~.
  - **Regional definitions of disadvantaged communities as adopted in a Regional Transportation Plan (RTP) by an MPO or RTPA per obligations with Title VI of the Federal Civil Rights Act of 1964, such as "environmental justice communities" or "communities of concern," may be used in lieu of the options identified above.**
  - **Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).**

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

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B. Safe Routes to School Projects

For a project to qualify for Safe Routes to School **designation** ~~funding requirement~~, the project 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 **and the students must be the intended beneficiaries of the project.** Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

C. Recreational Trails Projects

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/).

D. ~~Technical Assistance~~ Active Transportation Resource Center

Typical ~~Technical Assistance~~ **Active Transportation** Resource Center roles include:

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

The Commission intends to fund a state technical assistance center by programming funds to the Department, who will administer contracts to support all current and potential Active Transportation Program applicants.

E. Active Transportation Plan for Disadvantaged Communities

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-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:

- The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.
- The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.
- A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.

- A map and description of existing and proposed bicycle transportation facilities, including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.
- A map and description of existing and proposed end-of-trip bicycle parking facilities.
- A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.
- A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
- A map and description of existing and proposed pedestrian facilities**,** including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.
- A description of proposed signage providing wayfinding along bicycle and pedestrian networks to designated destinations.
- A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.
- A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.
- A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.
- A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, general plans and a Sustainable Community Strategy in a Regional Transportation Plan.
- A description of the projects and programs proposed in the plan and a listing of their priorities for implementation, including the methodology for project prioritization and a proposed timeline for implementation.
- A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.

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- A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.
- A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.

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

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

IV. Project Selection Process

14. Project Application

ATP project applications will be available at: www.dot.ca.gov/hq/LocalPrograms/atp/index.html.

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.

Information on how to submit project application will be posted at: www.dot.ca.gov/hq/LocalPrograms/atp/index.html and www.catc.ca.gov/programs/ATP.htm prior to the call for projects
~~Project applications should be addressed or delivered to:~~

~~Caltrans~~
~~Division of Local Assistance, MS-1~~
~~Attention: Chief, Office of Active Transportation and Special Programs~~
~~P.O Box 942874~~
~~Sacramento, CA 94274 95814~~

~~Except for applications submitted through an optional MPO supplemental call for projects, the Commission will consider only projects for which five hard copies and one electronic copy (via cd or portable hard drive) of a complete application are postmarked by the application deadline. By the same date~~, A copy of the project application must also be sent to the Regional Transportation Planning Agency or County Transportation Commission within which the project is located and to the MPO (a contact list can be found at www.dot.ca.gov/hq/tpp/offices/orip/). The copy may be hard copy or electronic – check with your regional agency or county commission for their preference.

15. Sequential Project Selection

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

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

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

16. MPO Competitive Project Selection

As stated above, projects not selected for programming in the statewide competition must be considered by the MPOs in administering a competitive selection process.

An 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 Commission for the statewide competition may delegate its project selection to the Commission. An MPO delegating its project selection to the Commission may not conduct a supplemental call for projects.

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

In administering a competitive selection process, an MPO must use a multidisciplinary advisory group to assist in evaluating project applications. Following its competitive selection process, an MPO must submit its programming recommendations to the Commission along with the following:

- 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, phases, state only funding requests, **amount benefiting disadvantaged communities**
    - **Project type designations such as Non-infrastructure, Safe Routes to School, etc.**

- Board resolution approving program of projects
- Updated Project Programming Requests (PPRs)

17. Screening Criteria

Before evaluation, project applications will be screened for the following:

- **Consistency with an adopted regional transportation plan.**
- **Supplanting Funds: 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.**
- **Eligibility of project: Project must be one of the four types of projects listed in Section 11 of these guidelines.**

~~Demonstrated needs of the applicant: Supplanting Funds: 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.~~

~~Consistency with a regional transportation plan: All projects submitted must be consistent with the relevant adopted regional transportation plan that has been developed and updated pursuant to Government Code Section 65080. Applicants must provide the supporting language cited from the adopted regional transportation plan that shows that the submitted project is consistent with the plan.~~

18. 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 components of the Active Transportation Program and requirements of the various fund sources.

- *Benefit to disadvantaged communities. (0 to ~~5~~ **10** points)*

  Applicants must:

  - ~~*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.*~~
  - *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.*

  Scores will be scaled in relation to the severity of and the benefit provided to the disadvantaged community affected by the project.

- 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. **Applicants may describe how the project would address significant gap closures.** (0 to **35** points)

- Potential for reducing the number and/or rate **or the risk** ~~**(including the potential)**~~ of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists. **Applicants may describe qualitative safety barriers that deter people from walking/biking if their community lacks quantitative safety data and how the project would address the community's safety concerns**. (0 to 25 points)
- Public participation and Planning. (0 to ~~15~~ **10** points)

  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.

  For projects costing $1 million or more, an emphasis will be placed on projects that are prioritized in an adopted city or county bicycle transportation plan, pursuant to Section 891.2, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, or circulation element of a general plan that incorporated elements of an active transportation plan. In future funding cycles, the Commission expects to make consistency with an approved active transportation plan a requirement for large projects.
- 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)
- Cost-effectiveness ~~and~~ ~~**Construction Readiness Prior ATP Funding Award.**~~ (0 to **5** points)
  - **A project's cost effectiveness will be evaluated on the relative costs of the project in comparison to the project's benefits as defined by the purpose and goals of the ATP. This includes the consideration of the safety and mobility benefit in relation to both the total project cost and the funds provided.**

  ~~For cost-effectiveness, applicants must:~~
  - ~~Discuss the relative costs and benefits of the range of alternatives considered.~~
  - ~~Quantify the safety and mobility benefit in relationship to both the total project cost and the funds provided~~.

  ~~**To be considered construction ready, a project applicant must show that the project has already achieved environmental clearance (both CEQA and NEPA) and final design.**~~
  ~~**Applicants that are requesting ATP construction funds for a project that was awarded ATP funds for pre-construction components in a prior ATP cycle will receive 5 points.**~~
  The Cal-B/C benefit-cost model is being updated to incorporate active transportation projects. When this update is complete, applicants must use this model to quantify the cost-effectiveness of their project.
  ~~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).~~

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~~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.~~

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

  The California Conservation Corps can be contacted **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 the Department.
- Applicant's performance on past **ATP projects**~~grants~~. **Point reduction for non-use of the Corps as committed to in a past ATP award or project failure on any past ATP project.** ~~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** to -10 points)

19. Project Selection between Project Applications with the Same Score

If two or more projects applications receive the same score that is the funding cut-off score, the following criteria will be used to determine which project(s) will be funded:

- **Construction ready infrastructure projects ~~readiness~~**
- **Highest score on Question 1**
- **Highest score on Question 2**

20. Project Evaluation Committee

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

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In reviewing and selecting projects to be funded with federal Recreational Trails program funds, the Commission and/or Caltrans staff will collaborate with the Department of Parks and Recreation to evaluate proposed projects.

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

V. Programming

Following at least one public hearing, the Commission will adopt a program of projects for the Active Transportation Program, by April 1 of each odd numbered year. ~~However, for the 2015 program, the deadline for programming is December 31, 2015.~~ 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; and (4) construction. The cost of each project component will be listed in the Active Transportation Program no earlier than in the fiscal year in which the particular project component can be implemented.

When proposing to fund only preconstruction components for a project, the applicant 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 the Commission following completion of the environmental process. If this updated information indicates that a project is expected to accomplish fewer benefits or is less cost effective as compared with the initial project application, future ATP funding for the project may be deleted from the program. For the MPO selected competitions, this information must be submitted to the MPO. It is the responsibility of the MPO to recommend that the project be deleted from the program if warranted.~~

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

If the program of projects adopted by the Commission does not program the full capacity identified in the fund estimate for a given fiscal year, the balance will remain available to advance

programmed projects. Subject to the availability of federal funds, a balance not programmed in one fiscal year will carry over and be available for projects in the following fiscal year.

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

VI. Allocations

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

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

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

In order to ensure the timely use of all program funds, the Commission will, in the last quarter of the fiscal year, allocate funds to projects programmed in a future fiscal year on a first-come, first served basis. If there are insufficient funds, the Commission may delay the allocation of funds to a project until the next fiscal year without requiring an extension. Should requests for allocations exceed available capacity, the Commission will give priority to projects programmed in the current-year.

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

In compliance with Section 21150 of the Public Resources Code, the Commission will not allocate funds for 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 Commission 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.

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. ~~An MPO, in administering its competitive portion of the Active Transportation Program, must determine which projects to advance and make that recommendation to the Commission. Unallocated funds in one fiscal year will carry over and be available for projects in the following fiscal year.~~

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.

Any scope changes must be presented to Caltrans for consideration prior to allocation. Caltrans will make a recommendation of approval to the Commission for final approval. Scope changes that result in a decrease of active transportation benefits may result in removal from the program.

VII. 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 Commission approves an extension. Applicants may submit and the Commission will evaluate extension requests in the same manner as for STIP projects (see section 66 of the STIP guidelines) except that extension to the period for project allocation and for project award will be limited to twelve months. Extension requests for a project in the MPO selected portion of the program must include a recommendation by the MPO, consistent with the preceding requirements.

If there are insufficient funds, the Commission may delay the allocation of funds to a project until the next fiscal year without requiring an extension.

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. An MPO, in administering its competitive portion of the Active Transportation Program, must determine which projects to advance and make that recommendation to the Commission. Unallocated funds in one fiscal year will **not** 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 Commission may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project. The 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 Commission a semiannual report showing the delivery of each project phase.

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21. 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. Below are examples of federal requirements that must be met when administering Active Transportation Program projects.

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

22. 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). *Chapter 11, Design Standards, of the Caltrans Local Assistance Procedures Manual describes statewide design standards, specifications, procedures, guides, and references that are acceptable in the geometric, drainage, and structural design of Local Assistance projects.*

For capital projects off the state highway system, the project applicant will be responsible for the ongoing operations and maintenance of the facility. If another entity agrees to assume responsibility for the ongoing operations and maintenance of the facility, documentation of the agreement 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.

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

23. 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.

24. Project Reporting

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

Within one year of the project becoming operable, the implementing agency **must provide the following information to Caltrans to be included in a** final delivery report to the Commission which includes:

- The scope of the completed project as compared to the programmed project.
- Before and after photos documenting the project.
- The final costs as compared to the approved project budget.
- Its duration as compared to the project schedule in the project application.
- Performance outcomes derived from the project as compared to those described in the project application. This should include before and after pedestrian and/or bicycle counts, and an explanation of the methodology for conducting counts.
- 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 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 Commission guidelines, and whether project deliverables (outputs) and outcomes are consistent with the project scope, schedule and

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benefits described in the executed project agreement or approved amendments thereof. A report on the projects audited must be submitted to the Commission annually.

VIII. Roles And Responsibilities

25. California Transportation Commission (Commission)

The Commission responsibilities include:

- Adopt guidelines, ~~and~~ policies, **and application** for the Active Transportation Program.
- Adopt Active Transportation Program Fund Estimate.
- Evaluate, score and rank projects, including forming and facilitating the Project Evaluation Committee.
- In consultation with Regional Agencies and Caltrans, recommend and adopt a program of projects, including:
    - The statewide component of the Active Transportation Program,
    - The small urban & rural component of the Active Transportation Program, and
    - The MPO selected component of the program based on the recommendations of the MPOs.
    - Ensure that at least 25% of the funds benefit disadvantaged communities.
- **For the small urban & rural component, maintain a contingency list of projects to be amended into the program in the event a programmed project is delivered for less or fails, 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.**
- Post recommendations and final adopted list of approved projects on the Commission's website.
- Allocate funds to projects.
- Evaluate and report to the legislature.

26. California Department of Transportation (Caltrans)

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

- Provide statewide program and procedural guidance (i.e. provide project evaluation of materials and instructions), conduct outreach through various networks such as, but not limited to, the Active Transportation Program website, and at conferences, meetings, or workgroups.
- Provide program training.
- Solicit project applications for the program.
- ~~Facilitate the **Technical** Advisory Committee.~~
- ~~Assist in facilitating the Project Evaluation Committee.~~

- Perform eligibility and deliverability reviews of Active Transportation Program projects and inform the Commission of any identified issues as they arise. ~~**this includes but is not limited to reviewing all Non-infrastructure projects to identify if a project is requesting funds for ongoing program operations.**~~
- **Assist as needed in functions such as facilitating project evaluation teams and evaluating applications.**
- Notify successful applicants of their next steps after each call for projects.
- Recommend project allocations (including funding type) to the Commission.
- Track and report on project implementation, including project completion.
- ~~Audit a selection of projects~~ **Perform audits of selected projects in accordance with generally accepted government auditing standards.**
- Serve as the main point of contact in project implementation, including administering the contract(s) for the **Active Transportation** ~~technical assistance~~ Resource Center.

27. Metropolitan Planning Organizations (MPOs) With Large Urbanized Areas

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

- Ensure that at least 25% of the funds in each MPO benefit disadvantaged communities.
- If using different project selection criteria or weighting, minimum project size greater than $500,000, match requirement, or definition of disadvantaged communities for its competitive selection process, the MPO must obtain Commission approval prior to the MPO's call for projects.
- If electing to have a supplemental MPO specific call for projects, the projects within the MPO boundaries that were not selected through the statewide competition must be considered along with those received in the supplemental call for projects. An MPO must notify the Commission of their intent to have a supplemental call no later than the application deadline.
- In administering a competitive selection process, an MPO must use a multidisciplinary advisory group to assist in evaluating project applications.
- In administering a competitive selection process, an MPO must explain how the projects recommended for programming by the MPO 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.
- An 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 Commission for the statewide competition may delegate its project selection to the Commission. An MPO delegating its project selection to the Commission must notify the Commission by the application deadline, and may not conduct a supplemental call for projects.
- If electing 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, 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.

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- Recommend allocation requests for a project in the MPO selected portion of the program.
- Determine which projects to advance and make that recommendation to the Commission **in consultation with Commission staff and Caltrans**.
- Submit an annual assessment of its portion of the program in terms of its effectiveness in achieving the goals of the Active Transportation Program.

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

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

28. Regional Transportation Planning Agencies (RTPAs) Outside an MPO with Large Urbanized Areas and MPOs without Large Urbanized Areas

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

29. 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.

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

- Projects programmed,

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

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Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

Reference No.: 4.5
Action

From: WILL KEMPTON
Executive Director

Subject: **ADOPTION OF THE 2016 ACTIVE TRANSPORTATION PROGRAM GUIDELINES METROPOLITAN TRANSPORTATION COMMISSION RESOLUTION G-16-08**

ISSUE:

Senate Bill 99 (Chapter 359, Statutes of 2013) allows the Commission to adopt separate guidelines for administering the MPO competitive component of the Active Transportation Program. MPO guideline amendments for use in the MPO competitive selection process were submitted by the Metropolitan Transportation Commission.

RECOMMENDATION:

Staff recommends that, for purposes of administering the MPO competitive component of the 2017 Active Transportation Program, the Commission adopt amendments to the 2017 Active Transportation Program Guidelines for the project selection criteria proposed by the Metropolitan Transportation Commission (MTC).

BACKGROUND:

The Commission adopted statewide guidelines for administering the 2017 Active Transportation Program at its March meeting. While the statewide guidelines may be used for administering the MPO competitive component of the Active Transportation Program, 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
- Selection criteria and weighting
- Minimum project size
- Target funding amounts for certain project types

The 2017 Active Transportation Program schedule requires MPOs to submit their guidelines to the Commission by June 1, 2016 for adoption at the June Commission meeting.

The MTC requested early adoption by the Commission of proposed amendments for administering the MPO competitive component of the program. Staff reviewed MTC's guidelines with respect to the areas for which the Commission provided flexibilities and found those areas consistent with the statewide Active Transportation Program guidelines. The following summarizes the areas proposed for amendment:

Supplemental Call for Projects
MTC plans to hold a supplemental call for projects. MTC allows project sponsors to apply for either the State ATP program, Regional ATP program, or both. Sponsors applying to the Regional ATP program must submit a supplemental regional application along with meeting all the state requirements.

Definition of Disadvantaged Communities
MTC elects to use their region's "Communities of Concern" criteria to define disadvantaged communities for the program. MTC Communities of Concern definition and methodology can be found in the *Plan Bay Area* Equity Analysis Report and associated Appendix.

Match Requirement
MTC requires project sponsors to contribute 11.47% of matching funds in the Regional ATP. This match requirement is waived for projects benefiting a Community of Concern, stand-alone non-infrastructure projects, and safe routes to schools projects.

Selection Criteria and Weighting
MTC will use the State's project evaluation criteria with additional criteria for the Regional ATP as noted below:

- Consistency with Regional Priorities and Planning Efforts
- Completion of Approved Environmental Document
- Consistency with One Bay Area Grant (OBAG) Complete Streets Policy
- Countywide Plans/Goals Consistency Determination
- Deliverability Determination
- Consistency with Community-Based Transportation Plan (CBTP)

Target Funding for Smaller Projects
MTC will target approximately 20% of regional ATP funds for project requests of $1 million or less and intends to prioritize these projects for state-only funds.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the 2017 Regional Active Transportation Program Guidelines – Metropolitan Transportation Commission
March 16-17, 2016

RESOLUTION G-16-08

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-16-07) requires the Commission to adopt a metropolitan planning organization's use of different project selection criteria or weighting, minimum project size, match requirement, definition of disadvantaged communities, or target funding amount for certain project types, and

1.4 WHEREAS the Active Transportation Program Guidelines (Resolution G-16-07) require metropolitan planning organizations to submit their guidelines to the Commission by June 1, 2016, and

1.5 WHEREAS metropolitan planning organization guidelines were submitted by the Metropolitan Transportation Commission on February 24, 2016.

2.1 NOW THEREFORE BE IT RESOLVED that the Commission adopts the project selection criteria proposed by the Metropolitan Transportation Commission for administering their 2017 metropolitan planning organization competitive program, as presented by Commission Staff on March 16-17, 2016, 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.

Agenda Item 7b

METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Commission

DATE: February 17, 2016

FR: Executive Director

RE: Active Transportation Program (ATP) Cycle 3 Guidelines, Resolution No. 4218.

At the Programming and Allocation Committee on February 10, 2016, staff presented the proposed guidelines for the regional Active Transportation Program (ATP) Cycle 3 program, with the request that the Committee forward the revision to the Commission for approval. The Committee recommended approval of the item; however, Commissioner Schaaf had a question regarding the point structure for disadvantaged communities.

For clarification, the regional guidance would follow state guidance with the following variation for the portion of the scoring related to projects in disadvantaged communities: Assign 60% of the score value for disadvantaged community projects, and score an additional 40% for projects identified in an approved Community-Based Transportation Plan (CBTP).

For example, if the state ends up with score value of 10 points for disadvantaged communities projects, the regional program score value would be 6 points (60 percent of 10 points), with projects identified in an approved CBTP receiving an additional 4 points (40 percent of 10 points).

The state application and point values for disadvantaged communities are still being developed, so we do not know the final score value at this time and will adopt our scoring when the state guidelines are final.

Staff recommends that the Commission approve the attached Resolution No. 4218, with this clarification.

Steve Heminger

Attachments
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Metropolitan Transportation Commission
Programming and Allocations Committee

February 10, 2016 | **Commission Agenda Item 7b**

Resolution No. 4218

Subject: Adoption of the 2017 Regional Active Transportation Program (ATP) Cycle 3 Guidelines

Background: The Legislature approved SB 99 and AB 101 in September 2013, establishing the Active Transportation Program (ATP). The ATP funding is distributed as follows:

- 50% to the state for a statewide competitive program ("Statewide Competitive ATP");
- 10% to the small urban and rural area competitive program to be managed by the state; and
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization ("Regional ATP").

MTC is responsible for developing the guidelines for the Regional ATP, and for submitting the proposed projects to the California Transportation Commission (CTC) for adoption. Resolution No. 4218 establishes MTC's policies, procedures, and project selection criteria for the Cycle 3 Regional ATP. MTC's large urbanized area share of the ATP provides about $20 million in new funding to the nine-county MTC region for two years, FY2019-20 and FY2020-21.

MTC's Regional ATP Guidelines are based on CTC's ATP Guidelines, scheduled for adoption on March 17, 2016. MTC staff recommends several changes from the Statewide Guidelines as summarized in Attachment 1. The proposed changes generally concern additional screening and evaluation criteria, local match requirement, the scoring for projects benefiting Disadvantaged Communities, and a set-aside for funding small projects.

Upon CTC approval of MTC's Regional ATP Guidelines, expected in March 2016, MTC will issue a call for projects for the regional program. Applications for the Regional ATP are due to MTC on June 15, 2016. MTC staff will recommend programming of projects from the Regional ATP in Fall 2016 via amendment to MTC Resolution No. 4218.

Issues: MTC staff has raised concern to the CTC regarding programming ATP Cycle 3 funds three to five years before the funds are available. Further, the Statewide Guidelines and Fund Estimate are still being developed and have not yet been adopted by CTC. CTC expects to adopt these documents in March. MTC's proposed Guidelines are based on the released draft of the Statewide Guidelines.

Recommendation: 1) Refer MTC Resolution No. 4218 to the Commission for approval; 2) direct staff to submit MTC's Regional ATP Guidelines to the California

Transportation Commission; and 3) authorize a call for projects consistent with the guidelines upon CTC's approval of MTC's Guidelines.

Attachments: Attachment 1 – Regional ATP Guidelines Highlights
MTC Resolution No. 4218

J:\PROJECT\Funding\T4-MAP21\MAP21 - TAP and ATP\ATP\Regional ATP\2017 rATP (Cycle 3)\Draft Res 4218\tmp-4218.docx

Attachment 1

Regional ATP Guidelines Highlights

Proposed Regional ATP Guidelines

MTC will follow the State Competitive ATP Guidelines, with the main differences from the Statewide ATP Guidelines noted below:

1. Additional screening criteria focused on project readiness.
2. Add additional evaluation criteria, as follows:
    a. Consistency with Regional Priorities and Planning Efforts (such as Bay Trail and Regional Bike Network build-out and gap closures, and multi-jurisdictional projects). **Up to 5 points.**
    b. Completion of Approved Environmental Document. Met by proof of an approved environmental document, and does not apply to planning activities or stand-alone non-infrastructure projects. **0 or 3 points.**
    c. Consistency with OneBayArea Grant (OBAG) Complete Streets Policy. Met by updated General Plan Circulation Element after January 1, 2010 or adopted complete streets policy resolution incorporating MTC's complete streets requirements by June 1, 2016. **0 or 2 points.**
    d. Countywide Plans/Goals Consistency. Met by Congestion Management Agency determination of consistency with countywide plans and/or goals. Inconsistent projects will receive a 2 point penalty. **0 or -2 points.**
    e. Deliverability. Evaluators will review the project's proposed schedule for deliverability. Projects deemed undeliverable or that have significant delivery risks will receive a 5 point penalty. **0 or -5 points.**
    f. Consistency with Community-Based Transportation Plan (CBTP). Additional points in the Disadvantaged Communities portion of the Statewide Application for projects identified in an adopted CBTP. **See item 3 below.**
3. Revise the Disadvantaged Communities portion of the Statewide Application as follows:
    a. Assign the statewide score value for Disadvantaged Communities to 60% of the statewide value (Statewide application and point values are still being developed), with the remaining 40% of the statewide value awarded for projects identified in an approved Community-Based Transportation Plan (CBTP). Proof of CBTP consistency will be provided in the supplemental regional application.
    b. Use MTC's Communities of Concern definition to meet the 25% requirement for projects benefiting "Disadvantaged Communities," rather than other measures prescribed by CTC (such as Cal-Enviro-Screen and percent of subsidized school lunches), as allowed by state guidelines.
4. Maintain an 11.47% match requirement, with waivers for projects benefiting a Community of Concern, stand-alone non-infrastructure projects, and safe routes to schools projects. Also, MTC will waive local match for construction if pre-construction phases are funded entirely with non-federal and non-ATP funds.
5. Establish a target for smaller funding requests to encourage smaller project applications.
    a. Target approximately 20% of Regional ATP funds (about $4 million) for project requests $1 million and under, and prioritize these projects for state-only funds. If this target is not met based on score order, projects requesting $1 million and under which score five or less points under the lowest scoring funded projects may be added to the program to meet the 20% target. Remaining Regional ATP funds (about $16 million) may be for projects requests of any size.

   b. Existing minimum project size requirements from the state still apply ($250,000 minimum except for non-infrastructure, Safe Routes to School, and plans).

6. Contingency Project List. MTC will also adopt a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 3 Regional ATP that occur prior to the adoption of Cycle 4. This will ensure that the Regional ATP will fully use all ATP funds, and minimize the loss of ATP funds to the region.

In addition to the above changes, all projects in the Regional ATP must comply with regional policies, including Resolution 3606 deadlines, and must submit a resolution of local support for all selected projects by April 1, 2017.

Other Information

Funding Amount:
The funding amounts for the Statewide and Regional ATP are below.

Program	Programming Agency	Amount Available for Cycle 3
Statewide Competitive ATP	CTC, Caltrans	$120 million
Regional ATP	MTC	$ 20 million

Schedule:
The current estimated schedule for the Cycle 3 ATP is below.

Milestone	**Statewide ATP**	**Regional ATP**
MTC Guideline Adoption	N/A	February 24, 2016
CTC Guideline Approval	March 17, 2016	March 17, 2016
Call for Projects	March 30, 2016	March 30, 2016
Application Due Date	June 15, 2016	June 15, 2016
Staff Recommendations	October 28, 2016	December 7, 2016
MTC Adoption	N/A	December 21, 2016
CTC Approval	December 8, 2016	March 2017

Application and Evaluation:
MTC staff will prepare a supplemental application for projects competing for the Regional ATP that will address the above changes. The base application will remain the statewide application to avoid duplication. An evaluation committee will be formed to score and rank the submitted applications.

Programming in the TIP:
Project sponsors will be able to add the projects into the TIP following CTC approval of the Regional ATP program in March 2017.

ATP Contacts:
For additional information, please go to the State ATP website (http://www.catc.ca.gov/programs/ATP.htm), MTC's ATP website (http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation), or Kenneth Kao, ATP Program Manager, 510-817-5768, kkao@mtc.ca.gov.

Date: February 24, 2016
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4218

This resolution adopts the Active Transportation Program (ATP) Regional Program Cycle 3 Guidelines and Program of Projects for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 99 and Assembly Bill 101.

This resolution includes the following attachments:

Attachment A – Guidelines: Policies, Procedures and Project Selection Criteria
Attachment B – Regional Active Transportation Program of Projects

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated February 10, 2016.

Date: February 24, 2016
W.I.: 1515
Referred by: PAC

RE: Adoption of Regional Active Transportation Program (ATP) Cycle 3 Guidelines and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4218

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/Regional Transportation Planning Agency (RTPA) of the San Francisco Bay Area 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, MTC 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 Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with CTC, Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide

transportation planning agencies, and local governments, guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group evaluates and recommends candidate ATP projects for MTC inclusion in the Active Transportation Program of Projects; and

WHEREAS, the ATP is subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the guidelines to be used in the evaluation of candidate projects for inclusion in the ATP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the Active Transportation Program of Projects, as set forth in Attachment B of this resolution, and be it further

RESOLVED that the Executive Director or designee can make technical adjustments and other non-substantial revisions; and be it further

RESOLVED, that the 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 may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

_____
Dave Cortese, Chair

The above resolution was entered
into by the Metropolitan Transportation
Commission at a regular meeting of
the Commission held in Oakland,
California, on February 24, 2016.

2017 Regional Active Transportation Program (ATP)

Cycle 3

Guidelines

February 24, 2016

MTC Resolution No. 4218
Attachment A

Metropolitan Transportation Commission
Programming and Allocations Section
http://mtc.ca.gov/our-work/fund-invest

2017 Regional Active Transportation Program (ATP) Cycle 3
Guidelines
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2017 Regional Active Transportation Program Cycle 3 Guidelines

Background

In September 2013, the Governor signed Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 254, Statutes 2013) into law, creating the Active Transportation Program (ATP). The State envisions the ATP to consolidate a number of other funding sources intended to promote active transportation, such as the Bicycle Transportation Account and Transportation Alternatives Program, into a single program.

State and federal law segregate ATP funds into three main components, distributed as follows:

- 50% to the state for a statewide competitive program
- 10% to the small urban and rural area competitive program to be managed by the state
- 40% to the large urbanized area competitive program, with funding distributed by population and managed by the Metropolitan Planning Organization (MPO) – hereinafter referred to as the "Regional Active Transportation Program"

The California Transportation Commission (CTC) developed guidelines for the Cycle 3 ATP, expected to be approved on March 17, 2016. The CTC Guidelines lay out the programming policies, procedures, and project selection criteria for the statewide competitive program, as well as for the small urban/rural and large MPO regional competitive programs. Large MPOs, such as MTC, have the option of developing regional policies, procedures, and project selection criteria that differ from those adopted by CTC, provided the regional guidelines are approved by CTC.

This document serves as MTC's Cycle 3 Regional ATP Guidelines that substantially follow those of the CTC, but include a number of differences based on the region's existing policies and priorities. MTC adopted these Guidelines for the MTC Regional Active Transportation Program on February 24, 2016, for final consideration by the CTC in March 2016.

Development Principles

The following principles will frame the development of MTC's Regional ATP.

- MTC will work with CTC staff, Caltrans, Congestion Management Agencies (CMAs), transit operators, regional Active Transportation Working Group, and interested stakeholders to develop the Regional Active Transportation Program.
- ATP investments must advance the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy.
- MTC will exceed the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.
- MTC will continue to work with Caltrans, CMAs, transit operators, and project sponsors to seek efficiencies and streamlining for delivering projects in the federal-aid process.
- MTC will continue to advocate that all project savings and un-programmed balances remain within the ATP program rather than redirected to the State Highway Account, and specifically that savings

and balances in the 40% Large MPO programs remain within the regional programs, consistent with federal guidance on the Transportation Alternative Program (TAP).

CTC Guidelines

The California Transportation Commission (CTC) ATP Guidelines are expected to be adopted on March 17, 2016, and are available at: http://www.catc.ca.gov/programs/ATP.htm. The most current CTC Guidelines for the Active Transportation Program, as posted on the CTC website, are incorporated in MTC's Regional ATP Guidelines via this reference. All project sponsors are required to follow both the MTC and CTC ATP Guidelines in the development and implementation of the Regional ATP.

ATP Development Schedule

Development of the ATP will follow the schedule outlined in Appendix A-1 of this guidance.

ATP Regional Shares

Appendix A-2 of this guidance provides the MTC regional shares for Cycle 3 of ATP funding (FY 2019-20 and FY 2020-21), consistent with the ATP Fund Estimate expected to be approved by the CTC on March 17, 2016. Appendix A-2 also includes the State's 25% minimum programming requirement to projects benefiting disadvantaged communities.

Public Involvement Process

In developing the ATP, MTC is committed to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan, available at http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan.

ATP Projects in the Transportation Improvement Program (TIP)

Consistent with state and federal requirements, ATP funded projects must be programmed in the TIP prior to seeking a CTC allocation. Selected projects must complete and submit a Fund Management System (FMS) application by May 1, 2017 in order to be included in the TIP. In addition, MTC requires that a federal Request for Authorization (RFA) be submitted simultaneously with the ATP allocation request to Caltrans and CTC when the ATP project includes federal funds. Unless a state-only funding exception is granted, ATP funds will contain federal funds. Therefore, projects must receive a CTC allocation and a federal authorization to proceed prior to the expenditure of eligible costs or advertisement of contract award.

Deviations from Statewide Policies

Below are MTC-region specific policies as they apply to the Regional Active Transportation Program. These policies differ from CTC's Guidelines.

1. Application Process and Additional Regional Screening/Evaluation Criteria

MTC elects to hold a separate call for projects for the Regional Active Transportation Program, and has additional evaluation and screening criteria. Further information on these changes, as well as instructions on the application process are detailed later in this guidance.

Project sponsors may apply for either the State ATP program or Regional ATP program, or both. Sponsors applying to the State ATP program or to both the state and regional programs must submit a copy of their state application to MTC. In order to be considered for the regional program, including consideration if unsuccessful in the statewide program, applicants must meet all regional requirements and submit a regional application by the application deadline.

2. Definition, Evaluation, and Funding Minimum for Disadvantaged Communities

Definition

The MTC region has already adopted a measure to define Disadvantaged Communities (DACs) known as "Communities of Concern". MTC updated the Communities of Concern (COCs) definition in January 2016 as a part of the *Plan Bay Area 2040* Equity Framework. For the purposes of meeting the State's 25% DAC minimum requirement in the Regional ATP, MTC elects to use MTC's COC definition.

MTC's Communities of Concern are defined as those census tracts that have concentration of both minority and low-income households, or that have a concentration of 3 or more of the remaining 6 factors below (#3 to #8), but only if they also have a concentration of low-income households. The concentration thresholds for these factors are described below.

Disadvantage Factor	**% of Regional Population**	**Concentration Threshold**
1. Minority Population	58%	70%
2. Low Income (<200% of Poverty) Population	25%	30%
3. Limited English Proficiency Population	9%	20%
4. Zero-Vehicle Households	10%	10%
5. Seniors 75 Years and Over	6%	10%
6. People with Disability	9%	25%
7. Single-Parent Families	14%	20%
8. Severely Rent-Burdened Households	11%	15%

Based on this definition, 22% of the region's population is located in Communities of Concern. MTC's Communities of Concern definition of Disadvantaged Communities meets the State's legislative intent, and has already been in use in the MTC region for planning and programming purposes.

Additional discussion of the Communities of Concern definition and methodology are included in the *Plan Bay Area* Equity Analysis Report and associated Appendix, available online at: http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Equity_Analysis_Report.pdf and http://onebayarea.org/pdf/final_supplemental_reports/FINAL_PBA_Equity_Analysis_Report-Appendices.pdf. Information regarding the 2016 update is available online at:

https://mtc.legistar.com/View.ashx?M=F&ID=4216456&GUID=42E0CBF3-9490-4A6D-A6A6-B04003451057. The last link also includes a static map of the COC locations. An interactive online map is not yet available; however, a list of census tracts is available upon request from MTC staff.

Community-Based Transportation Plans (CBTPs)
The Community-Based Transportation Planning Program is a collaborative planning process that involves residents in low-income Bay Area communities, community- and faith-based organizations that serve them, transit operators, county congestion management agencies (CMAs), and MTC. Each plan includes locally identified transportation needs, as well as solutions to address them. Each plan reflects the objectives of the program, which are to:

- emphasize community participation in prioritizing transportation needs and identifying potential solutions;
- foster collaboration between local residents, community-based organizations, transit operators, CMAs and MTC; and
- build community capacity by involving community-based organizations in the planning process.

Project findings are forwarded to applicable local or county-level policy boards, as well as to MTC, for consideration in planning, funding and implementation discussions.

MTC elects to change the statewide application's scoring point value for Disadvantaged Communities, assigning the value to 60% of the statewide scoring value. The remaining 40% of the statewide scoring value will be awarded for projects identified in an approved Community-Based Transportation Plan (CBTP). Proof of CBTP consistency will be provided by the applicant in the supplemental regional application.

3. Establish a Target for Project Funding Requests $1 million and Under
MTC elects to establish a target of 20% of rATP funds for project requests of $1 million and under. The goal of the target is to encourage smaller project applications throughout the region. If the 20% target is not met based on score order, projects requesting $1 million and under which score five or fewer points under the lowest scoring funded project may be added to the Program in order to meet the target.

Project requests over $1 million must meet federal requirements and receive federal funds, while project requests $1 million and will be prioritized for state-only funding. Exceptions may be granted on a case-by-case basis, subject to the federal/state funding availability identified in Appendix A-2.

4. Match Requirement
The CTC Guidelines do not require a match for Statewide ATP projects. The CTC Guidelines allow MPOs to define different match requirements for the Regional ATP.

Differing from CTC Guidelines, MTC elects to impose a local match requirement for the regional ATP of 11.47%, with match waivers for projects benefiting a Community of Concern, stand-alone non-infrastructure projects, and safe routes to schools projects. As an added provision, a project sponsor may request the local match requirement be waived for the construction phase of an infrastructure project if the pre-construction phases are entirely funded using non-federal and non-ATP funds. This provision minimizes the number of federalized phases requiring an E-76 through Caltrans Local Assistance.

5. Contingency Project List

MTC will adopt a list of projects for programming the Regional ATP that is financially constrained against the amount of ATP funding available (as identified in the approved ATP Fund Estimate). In addition, MTC will include a list of contingency projects, ranked in priority order based on the project's evaluation score. MTC intends to fund projects on the contingency list should there be any project failures or savings in the Cycle 3 Regional ATP. This will ensure that the Regional ATP will fully use all ATP funds, and that no ATP funds are lost to the region. The contingency list is valid until the adoption of the next ATP Cycle.

Application Process

Project Application

Upon CTC concurrence of MTC's Regional ATP Guidelines, MTC will issue a call for projects for the Regional Active Transportation Program. Project sponsors must complete an application for each project proposed for funding in the ATP, consisting of the items included in Appendix A-3 of this guidance. Project sponsors must use the Project Programming Request (PPR) forms provided by Caltrans for all projects. The PPR must be submitted electronically in Microsoft Excel format for upload into the regional and statewide databases. All application materials, in the form of 3 hard copies and 1 electronic copy (via CD/DVD, portable hard drive, or USB thumb drive) must be physically received by MTC or postmarked no later than June 15, 2016 in order to be considered.

Additional Project Screening Criteria, Including Readiness

In addition to the CTC Guidelines, all projects included in the ATP must meet the following screening criteria.

A. **Prohibition of Multiple Phases in Same Year.** Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. Therefore, projects may not have more than one phase programmed per fiscal year, except for design and right of way, which may be programmed in the same fiscal year. Exceptions may be made on a case-by-case basis.

B. **Deliverability.** Project sponsors must demonstrate they can meet the delivery timeframe of the Active Transportation Program. Projects that can be delivered (receive a CTC allocation and federal authorization to proceed for federal funds) earlier, shall receive priority for funding over other projects. As specified in MTC's Regional Project Delivery Policy (MTC Resolution No. 3606,

Revised), sponsors must submit the CTC allocation and obligation paperwork to Caltrans/CTC by November 1 of the programmed fiscal year, and receive the federal authorization to proceed (E-76 / federal obligation) by January 31 of the programmed fiscal year. There are no extensions to these regional delivery deadlines.

Additional Project Evaluation Criteria

MTC will use the CTC project evaluation criteria as set forth in the CTC Guidelines, with additional criteria for the Regional Active Transportation Program. The additional criteria are:

- Consistency with Regional Priorities and Planning Efforts. **(0 to 5 points)**
  Applicants shall describe the project's consistency with previously-approved regional priorities, and how the project supports *Plan Bay Area*. Points will be awarded for the degree of the proposed project's consistency with regional priorities, such as:
  - Consistency with *Plan Bay Area*'s Healthy and Safe goals of reduction of particulate matter, collision reduction and encouragement of active transport
  - Consistency with MTC's Safe Routes to School Program
  - Bay Trail build-out
  - Regional Bike Network build-out
  - Gap closures in the Regional Bike Network
  - Multi-jurisdictional projects
- Completion of Approved Environmental Document. **(0 or 3 points)**
  While the Active Transportation Program may fund pre-construction phases of projects, including the environmental document phase, the region prefers projects which are environmentally cleared in order to promote certainty in project delivery and project scope. Applicants that provide evidence of an approved environmental document consistent with the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) will receive additional points. If requesting state-only funding, only CEQA documentation is required. Evidence may be provided by the following methods:
  - Photocopy of the approved environmental document cover and executive summary;
  - Link to the approved environmental document available online;
  - Full soft copy of the environmental document provided on the electronic copy of the application (CD/DVD/USB drive);
  - Documentation from Caltrans regarding environmental approval; and/or
  - Other Council/Board action, such as resolutions and/or Planning Department approval of environmental document.

  This provision does not apply to planning activities or stand-alone non-infrastructure projects, which receive the full points to this criterion regardless of environmental status at the time of application. These projects must still follow any applicable CEQA or NEPA requirements to receive ATP funding.
- Consistency with OBAG Complete Streets Policy. **(0 or 2 points)**
  Complete Streets are an essential part of promoting active transportation. To that end, additional points will be awarded to ATP project sponsors that supply documentation that

the jurisdiction(s) in which the project is located meets the One Bay Area Grant (OBAG) Complete Streets Policy by June 1, 2016. The policy may be met by the jurisdiction either having updated the General Plan after January 1, 2010 to be consistent with the Complete Streets Act of 2008, or adopting a complete streets policy resolution incorporating MTC's complete streets requirements. For further information regarding MTC's One Bay Area Grant (OBAG) Complete Streets Policy, refer to the OBAG 2 website at: http://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2.
A sample complete streets policy resolution is available at: http://mtc.ca.gov/sites/default/files/OBAG_2_Reso_Guidance_Final.pdf.

- Countywide Plans/Goals Consistency Determination. **(0 or -2 points)**
  Following the application due date, MTC will share the received applications with the County Congestion Management Agencies (CMAs) or Countywide Transportation Planning Agency (collectively referred to as "CMAs"). The CMAs will review the applications for consistency with adopted countywide transportation plans, active transportation plans, and/or other countywide goals, as applicable. The CMAs will provide MTC a list of projects determined to be inconsistent with countywide plans and/or goals no later than October 1, 2016. Inconsistent projects will receive a 2 point penalty; consistent projects will be held harmless.
- Deliverability Determination. **(0 or -5 points)**
  The regional program evaluation committee, in consultation with MTC staff, will review each application's project delivery schedule for ability to meet regional deadlines as described in MTC Resolution No. 3606, Revised. Projects that are deemed unable to allocate ATP funds within the two programming years of Cycle 3 (FY 2019-20 and 2020-21) shall receive a 5 point penalty. Projects that are deemed able to allocate within the two programming years of Cycle 3 will be held harmless.

Additional Regional Policies

Title VI Compliance

Investments made in the ATP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and activities receiving federal financial assistance.

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

The CTC ATP Guidelines establish timely use of funds and project delivery requirements for ATP projects. Missing critical milestones could result in deletion of the project from the ATP, and a permanent loss of funds to the region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the ATP. While the CTC Guidelines provide some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606 details the Regional Project Delivery Policy for regional discretionary funding, which may be more restrictive than the State's delivery policy. All projects in the regional ATP are subject to the Regional Project Delivery Policy (MTC Resolution 3606), including the

adoption of a Resolution of Local Support for selected projects by April 1, 2017. For additional information, refer to http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery.

MTC Resolution No. 3765 Compliance – Complete Streets Checklist

MTC's Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. The Complete Streets Checklist (also known as "Routine Accommodations Checklist") is available through MTC's website online at http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets. Furthermore, it is encouraged that all bicycle projects programmed in the ATP support the Regional Bicycle Network and county-wide bicycle plans. Guidance on considering bicycle transportation can be found in MTC's 2009 Regional Bicycle Plan (a component of Transportation 2035) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state and regional polices for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning.

METROPOLITAN TRANSPORTATION COMMISSION (MTC)
2017 Regional Active Transportation Program (ATP) Cycle 3
Appendix A-1: ATP Development Schedule (Subject to Change)
February 24, 2016

January 2016	CTC releases draft ATP Guidelines
January-February 2016	Draft Regional ATP Guidelines presented to Working Groups
February 10, 2016	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed Regional ATP Guidelines
February 24, 2016	MTC Commission scheduled adoption of Regional ATP Guidelines MTC submits adopted Regional ATP Guidelines to CTC for consideration
March 17, 2016	**CTC scheduled adoption of State ATP Guidelines** **CTC scheduled approval of MTC's Regional ATP Guidelines**
March 30, 2016	**CTC scheduled release of ATP Call for Projects for Statewide Competitive Program** **MTC scheduled release of ATP Call for Projects for Regional Program**
June 15, 2016	**State ATP Applications Due to CTC (Statewide Program)** **Regional ATP Applications Due to MTC (Regional Program)**
October 28, 2016	CTC releases staff recommendation for ATP Statewide Competitive Program
December 7, 2016	MTC releases staff recommendation for ATP Regional Program
December 2016	Working Group discussions of staff recommendations
December 8, 2015	**ATP Statewide Program Adoption:** CTC scheduled to adopt statewide program and transmit unsuccessful projects to the Regions for consideration
December 14, 2016	MTC Programming and Allocation Committee (PAC) scheduled review and recommendation of final ATP Regional Program
December 21, 2016	**ATP Regional Program Adoption:** MTC Commission scheduled approval of ATP regional program and transmittal to CTC for consideration
March 2017	**CTC Approval of ATP Regional Program:** CTC scheduled to approve Regional Program
April 1, 2017	**TIP Amendment Deadline:** Successful ATP project sponsors to submit 2015 TIP Amendment, including Resolution of Local Support
May 24, 2017	MTC Commission scheduled to approve TIP Amendment to add ATP projects into federal TIP
June 30, 2017	TIP Approval: FHWA/FTA anticipated approval of ATP projects in federal TIP
November 1, 2019	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2019-20
January 31, 2020	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2019-20
November 1, 2020	Allocation/Obligation Submittal Deadline for Regional ATP projects programmed in FY 2020-21
January 31, 2021	Allocation/Obligation Deadline for Regional ATP projects programmed in FY 2020-21

Shaded Area – Actions by State, CTC or Caltrans

Metropolitan Transportation Commission (MTC)
2017 Regional Active Transportation Program (ATP) Cycle 3

Appendix A-2: MTC ATP Regional Share Targets
FY 2019-20 and FY 2020-21
February 2016

ATP Regional Share

All numbers in thousands

Fund Source	FY 2019-20	FY 2020-21	Total
Federal TAP	$5,252	$5,252	$10,504
Federal Other	$1,915	$1,915	$3,830
State	$2,908	$2,908	$5,816
Total ATP Regional Share	**$10,075**	**$10,075**	**$20,150**

State's 25% Disadvantaged Communities Minimum Requirement

Classification	FY 2019-20	FY 2020-21	Total
25% - Benefiting Disadvantaged Communities	$2,519	$2,519	$5,038
75% - Anywhere in the Region	$7,556	$7,556	$15,112
Total ATP Regional Share	**$10,075**	**$10,075**	**$20,150**

METROPOLITAN TRANSPORTATION COMMISSION (MTC)

2017 Regional Active Transportation Program (ATP) Cycle 3

Appendix A-3: Regional ATP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the Regional Active Transportation Program. The application consists of the following parts and are available on the Internet (as applicable) at: http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation

1. Cover letter on Agency letterhead signed by the applicant's Chief Executive Officer or other officer authorized by the applicant's governing board
    a. If the proposed project is implemented by an agency other than the project sponsor, documentation of the agreement between the two entities must be included
    b. If proposing matching funds, the letter should include confirmation that these matching funds are available for the proposed project
2. Project application forms
    a. Statewide ATP Application Form, available at http://www.catc.ca.gov/programs/ATP.htm
    b. Regional ATP Supplemental Application Form, available at http://mtc.ca.gov/our-work/invest-protect/investment-strategies-commitments/protect-our-climate/active-transportation, including back-up documentation, as applicable, such as:
        i. Community of Concern benefit evidence
        ii. Environmental Documentation certification evidence (CEQA and NEPA, if requesting federal funds)
        iii. OBAG Complete Streets Policy compliance
        iv. Community-Based Transportation Plan evidence
3. Project Programming Request (PPR) form
    a. Available at: http://www.dot.ca.gov/hq/transprog/allocation/ppr_new_projects2_5_5_14.xls
4. Complete Streets Checklist
    a. Available at: http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets
    b. Not necessary for Planning or Non-Infrastructure projects.

Note: Selected projects are also required to provide a Resolution of Local Support for the project no later than April 1, 2017.

M e m o r a n d u m

Tab 68

To: CHAIR AND COMMISSIONERS

CTC Meeting: March 16-17, 2016

Reference No.: 4.6
Action

From: WILL KEMPTON
Executive Director

Subject: **TECHNICAL ADJUSTMENT TO THE 2015 ACTIVE TRANSPORTATION PROGRAM (ATP) STATEWIDE and SMALL URBAN & RURAL COMPONENTS RESOLUTION G-16-09, AMENDING RESOLUTION G-15-21**

ISSUE:

On October 21, 2015, the Commission authorized staff, in consultation with Caltrans and regional agencies, to make technical changes to the cost, schedule, and description for projects in the adopted 2015 Active Transportation Program (ATP), Statewide and Small Urban & Rural components, to reflect the most current information or to clarify the Commission's programming commitments with report of any substantive changes to the Commission for approval at subsequent meetings.

RECOMMENDATION:

Commission staff recommends that the Commission adopt the programming and other technical adjustments to the 2015 ATP Statewide and Small Urban & Rural components set forth on the attached Resolution G-16-09.

BACKGROUND:

Technical adjustments are necessary to ensure accurate project information is included in the 2015 ATP Statewide and Small Urban & Rural components. These technical adjustments include, but are not limited to, minor changes in cost, schedule, and description of projects.

Attachment

March 16-17, 2016

CALIFORNIA TRANSPORTATION COMMISSION
Technical Adjustments to the 2015 Active Transportation Program (ATP)
Resolution G-16-09
Amending Resolution G-15-21

1.1 WHEREAS the California Transportation Commission adopted the 2015 Active Transportation Program (ATP) Statewide and Small Urban & Rural Components under Resolution No. G-15-21 on October 21, 2015; and

1.2 WHEREAS Section 2.4 of Resolution G-15-21 authorized Commission staff, in consultation with the Department and regional agencies, to make further technical changes in cost, schedule, and description for projects in the 2015 ATP, consistent with the fund estimate, in order to reflect the most current information, or to clarify the Commission's programming commitments, with report of any substantive changes back to the Commission for approval at subsequent meetings; and

1.3 WHEREAS Commission staff, in consultation with staff from Caltrans and regional agencies, identified the technical adjustments set forth in the attachment to this resolution, which are consistent with the intent of Resolution G-15-21.

2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission approves the technical adjustments identified in this resolution; and

2.2 BE IT FURTHER RESOLVED that Resolution G-15-21 is hereby amended.

ATTACHMENT
2015 ATP STATEWIDE AND SMALL URBAN & RURAL COMPONENTS
TECHNICAL ADJUSTMENTS
(All costs listed in $1,000s)

Project Summaries:

- Butte County:
  - For the South Oroville Safe Routes to School ATP Cycle 2- Lincoln Blvd and Las Plumas Ave project in the City of Oroville (ID 1020), **move PS&E from 2017/18 to 2016/17, R/W from 2018/19 to 2017/18** and **$125 in Non-Infrastructure CON from 2018/19 to 2017/18**.
- Del Norte County:
  - For the Sunset Circle Multi-Use Trail project in Crescent City (ID 1118), **move PS&E from 2016/17 to 2017/18** and **move CON from 2017/18 to 2018/19**.
- El Dorado County:
  - For the South Tahoe Greenway Shared Use Trail, Phases 1b and 2 project in the City of South Lake Tahoe (ID 1220), **move $22 from PA&ED to PS&E, move $218 of PA&ED (delete component) and $12 of R/W to CON,** and **move CON from 2017/18 to 2018/19**.
- Fresno County:
  - For the Manning Avenue Sidewalk project in the City of Parlier (ID 6850), **move R/W from 2016/17 to 2017/18** and **move CON from 2017/18 to 2018/19**.
- Humboldt County:
  - For the Hoopa Valley Tribe SRTS Project (ID 2440), **move PS&E from 2016/17 to 2017/18, move R/W from 2016/17 to 2017/18, move Infrastructure CON from 2017/18 to 2018/19** and **move Non-infrastructure CON from 2016/17 to 2017/18**.
  - For the Van Wycke Bicycle and Pedestrian Connectivity Project in the City of Trinidad (ID 2442), **move $13 of PS&E to PA&ED** in 2016/17.
  - For the Manila Moves Campaign and Shared Use Path project in the City of Arcata (ID 2445), **move $120 of PS&E and $30 of R/W from 2016/17 to 2017/18**.
- Lake County:
  - For the Middletown Multi-Use Path in the Community of Middletown (ID 3110), **move $46 of PS&E and $5 of R/W to PA&ED** in 2016/17.
- Los Angeles County:
  - For the Michigan Ave Greenway: Completing Bike/Ped Expo Connection over the I-10 project in the City of Santa Monica (ID 5114), **move PS&E from 2016/17 to 2017/18** and **CON from 2017/18 to 2018/19**.
  - For the Bicycle and Facility Improvements project in the City of Arcadia (ID 5120), **move PS&E from 2016/17 to 2017/18** and **move CON from 2017/18 to 2018/19**.
  - For the Whittier Greenway Trail East Extension Gap Closure project in the City of Whittier (ID 5115), **move CON from 2016/17 to 2017/18**.
- Mendocino County:
  - For the Northwestern Pacific Rail Trail Phase 2 project in the City of Ukiah (ID 4633), **move PS&E and R/W from 2016/17 to 2017/18**.
- Mono County:
  - For the Mammoth Creek Gap Closure project in the Town of Mammoth Lakes (ID 2615), **move CON from 2017/18 to 2018/19**.

- Monterey County:
  - For the West Broadway Urban Village Infrastructure Improvements project in the City of Seaside (ID 2670), **move $39 of PA&ED (delete component) and $5 of PS&E (delete component) to CON** in 2016/17.
- Sacramento County:
  - For the North 12th Complete Street project in the City of Sacramento (ID 1685), **move PS&E from 2016/17 to 2017/18**.
- San Bernardino County:
  - For the Willow Street Shared Use Paseo project in the City of Hesperia (ID 1180), **move PS&E from 2016/17 to 2017/18, move $132 of R/W (delete component) to CON** and **move CON from 2017/18 to 2018/19**.
  - For the Regional Connector Project in the Cities of Highland and Redlands (ID 1181), **move R/W from 2017/18 to 2018/19**.
- San Diego County:
  - For the El Portal Pedestrian and Bike Underpass project in the City of Encinitas (ID 1211), **move $165 of PS&E to PA&ED** in 2016/17, **move PS&E from 2016/17 to 2017/18,** and **move R/W from 2016/17 to 2017/18**.
- San Luis Obispo County:
  - For the Railroad Safety Trail-Taft to Pepper Segment project in the City of San Luis Obispo (ID 2671), **move CON from 2016/17 to 2017/18**.
- San Mateo County:
  - For the Linden/Spruce Avenues Traffic Calming Improvements project in the City of South San Francisco (ID 2140), **move $155 of CON to PS&E (add component)** in 2016/17.
- Santa Barbara County:
  - For the UC Santa Barbara, North Campus Open Space Multi-Use Trail project in the City of Isla Vista (ID 2672), **move $340 of PS&E (delete component) to CON in 2017/18**.
- Santa Cruz County:
  - For the Citywide Safe Routes to School Crossing Improvements Program project in the City of Santa Cruz (ID 2669), **move PS&E from 2016/17 to 2017/18, move $1 of R/W (delete component) to CON,** and **move CON from 2016/17 to 2018/19**.
  - For the Countywide Bicycle Route Signage Project in the City of Santa Cruz (ID 2668), **move $3 of PA&ED (delete component) and $20 of Non-Infrastructure CON (delete component) to Infrastructure CON,** and **move CON from 2016/17 to 2017/18**.
- Shasta County:
  - For the Diestelhorst to Downtown Non-Motorized Improvement Project in the City of Redding (ID 2560), **move PS&E and R/W from 2016/17 to 2017/18** and **move CON from 2017/18 to 2018/19**.
- Tulare County:
  - For the Pixely Main Street Improvements project (ID 6841), **move R/W from 2016/17 to 2017/2018** and **move CON from 2017/18 to 2018/19**.
  - For the Traver Jacob Street Improvements project (ID 6842), **move R/W from 2016/17 to 2017/18** and **CON from 2017/18 to 2018/19**.

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Memorandum

Tab 69

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

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 2015-16 Second 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

FY 2015-16 Second Quarter Corridor Mobility Improvement (CMIA) Bond Program Report

Quarterly Report to the California Transportation Commission

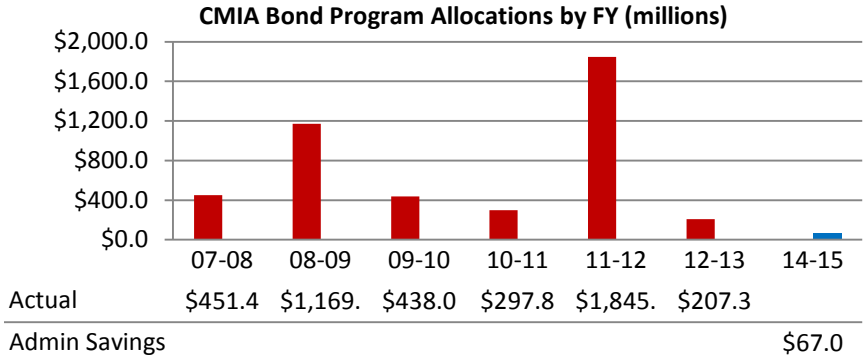
(1) CMIA Bond Program Summary

Second Quarter FY 2015-16

(1a) CMIA Bond Program Funding

	#Projects	Project Allocated Funds	% Allocated
CMIA bond funds allocated to projects:	129	$4,410 million	100%
CMIA bond funds revised allocation due to administration savings:	129	$4,477 million	100%

In the CMIA bond program, $4,410 million was allocated for projects that commenced construction prior to December 31, 2012, and $90 million was set aside for program administration costs. Subsequently, administration costs have been reduced. Administration savings were re-applied to allocated projects. A revised total of $4,477 million of CMIA program funds have been allocated to projects, utilizing all of the available program funds.



(1b) CMIA Bond Program Funding and Contributor Funds

	Program Expenditures	Percent Expended
CMIA bond program funds expended to date:	$4,049 million	90%
CMIA bond program funds expended reported last quarter:	$3,997 million	89%

In the CMIA bond program's $4,500 million dollar budget, $4,477 million has been allocated to projects from the CMIA bond program funds. In addition, $7,863 million has been committed from other contributor funds to increase the total value of projects in the CMIA bond program to $12,347 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)

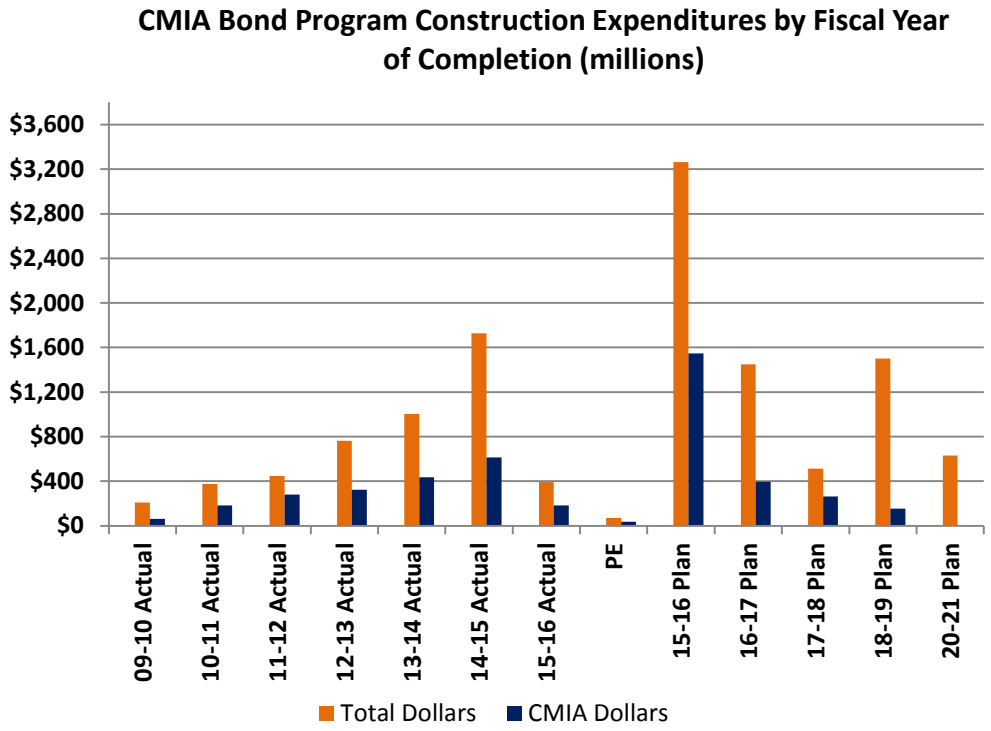
	Total Funds	Other Funds	CMIA Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	$ 1,114.8	$ 669.9	$ 441.9	$ 392.1	89%
Capital	$ 7,918.8	$ 3,887.0	$ 4,027.8	$ 3,636.1	90%
Right of Way					
Support	$ 141.0	$ 141.0			
Capital	$ 1,918.1	$ 1,917.6	$ 0.5	$ 0.0	0%
Preliminary Engineering					
Support	$ 1,253.9	$ 1,247.5	$ 6.4	$ 5.8	91%
Committed Subtotal	$ 12,346.6	$ 7,863.0	$ 4,476.6	$ 4,034.0	90%
Uncommitted			$ 0.0		
Percent Uncommitted			0%		
Administration			$ 23.4	$ 14.5	62%
Program Total			$ 4,500.0	$ 4,048.5	90%

(1c) CMIA Bond Program Project Completions

	# Projects Completed	Percent Completed
CMIA bond program construction contracts completed to date:	83	64%
CMIA bond program construction contracts completed reported last quarter:	80	62%

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.

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	$ 208	$ 63	4							4	$ 208	$ 63
FY 10-11	8	$ 375	$ 183	8							8	$ 375	$ 183
FY 11-12	8	$ 448	$ 280	8							8	$ 448	$ 280
FY 12-13	16	$ 762	$ 323	13							16	$ 762	$ 323
FY 13-14	20	$ 1,004	$ 435	17							20	$ 1,004	$ 435
FY 14-15	21	$ 1,728	$ 614	7							21	$ 1,728	$ 614
FY 15-16	6	$ 392	$ 183		1	$ 72	$ 36	27	$ 3,265	$ 1,547	34	$ 3,729	$ 1,766
FY 16-17								13	$ 1,450	$ 396	13	$ 1,450	$ 396
FY 17-18								2	$ 512	$ 263	2	$ 512	$ 263
FY 18-19								2	$ 1,500	$ 154	2	$ 1,500	$ 154
FY 20-21								1	$ 631	$ 0	1	$ 631	$ 0
Total Value	83	$ 4,917	$ 2,081	57	1	$ 72	$ 36	45	$ 7,358	$ 2,360	129	$ 12,347	$ 4,477

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

Second Quarter FY 2015-16

(2a) Major Project Issues

The following project(s) have major issues that may impact the project schedule or budget.

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 time related claims. It is anticipated that additional funds will be necessary for a number of known future expenditures, as well as for potential risks identified in the risk management plan. On July 13th, 2015 the Port of Long Beach approved an increase in the project budget. Funding for the increase has not been identified at this time. A funds request for a portion of the shortfall is anticipated for the Commission's June or August meeting. The Buy America issue has been resolved. FHWA recently approved the decision to make the iron and steel material used for Oxy/Tidelands oilfield relocation work ineligible for federal funding.

(2b) Project Budgets Supplemented with Local Funds

The following projects had cost adjustments 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 project budgets were revised through revisions to cooperative agreements.

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)
#29	HOV Lane Gap Closure	$ 120,191	$ 246,625	$ 7,000	Local Funds	$ 253,625
#33	I-215 North Segments 1 & 2	$ 49,120	$ 347,307	$ 470	Local Funds	$ 347,777
#80	I-10 Tippercanoe Ave IC	$ 10,000	$ 18,620	$ 5,574	Local Funds	$ 24,194

(2c) Project Action Plans

Project #1 - Eastbound I-580 HOV- Hacienda to Greenville #3 - Project overrun will be addressed with non-bond funds. Target date of completion is April 2016. Expenditures will be adjusted.

Project #2 - I-580 Westbound HOV Lane (Segment 2) - Hacienda to Greenville #3 - Project overrun will be addressed with non-bond funds. Target date of completion is April 2016. Expenditures will be adjusted.

Project #14 - Pending TCRP budget revision for the following:

- Interstate 5 Carpool and Mixed Flow Lane from Orange County Line to I-605
- Widening Shoemaker, Rosecrans, Bloomfield (Segment 3)
- Widening at San Antonio, Imperial Hwy and Pioneer

Project #15

- Sonoma Narrows, Segment 2 - Commission approved additional non-bond funds for construction capital at the December 2015 meeting.
- Sonoma Narrows, Segment 4 - Pending Local agency approval of funds. Target approval in spring 2016. Expenditures will be adjusted.

Project #21 - SR-22/I-405/I-605 HOV Connector with Intelligent Transportation System (ITS) Elements - A new cooperative agreement amendment between OCTA and Caltrans was approved to cover the construction support overrun with non-bond funds

Project #52 - SR 219 Expressway, Phase 2 - 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 STIP county share debit adjustment at completion of construction.

Project #53 - East Sonora Bypass – Commission approved additional non-bond funds at the January 2016 meeting.

Project #56 - I-80 HOV Lanes Across the Top - Potential for additional funds arising from the 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. Potential for additional support funds due to delays in completing construction. Caltrans is closely monitoring and managing remaining budget.

Project #57 - North Stockton HOV Widening - The CMIA construction capital overage will be moved to the under-expended Local funds through an expenditure adjustment.

Project #59 - I-15 Mira Mesa / Scripps Ranch Direct Access Ramp - An expenditure adjustment was completed in January 2016.

Project #64 - Freeway Performance Initiative - TOS and Ramp Metering Contract #5 - The project was finalized in August 2015 with enough construction capital savings to cover the construction support overrun. MTC has agreed to use the savings. HQ Accounting is transferring Local funds from construction capital to construction support with a target completion date of March 2016.

Project #81 - SR 76/I-15 Interchange Improvements - An expenditure adjustment was completed in January 2016.

Project teams are closely monitoring costs to ensure compliance with bond requirements. Expenditure adjustments will be made (adding non-bond funds if necessary) to ensure bond funds are not over expended.

(3) CMIA Bond Program Project Delivery and Expenditure Report

Second Quarter FY 2015-16

Within Budget Conditions
- G Estimated cost < or = budget

Post Vote STIP costs; No CTC action required
- S Estimated cost STIP funds > 100% budget
- B Estimated all BOND funds to be expended
- L 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
- S Actual cost STIP funds > 100% budget
- B All BOND funds have been expended
- L Actual cost LOCAL funds > 100% budget

B Projects designated with a red B indicate all bond funds have been expended. Project teams are making expenditure adjustments (adding non-bond funds if necessary) and reviewing project charges. The quarter in which the bond funds were fully expended has been added to the table below so that the timeliness of corrective actions can be monitored.

Milestone Behind Schedule ☑ *- Final Delivery Report (FDR) Complete* ***PE*** *- plant establishment* ☒ - past due

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	CMIA PROJECT COST ($1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT APPROVED BUDGET ($1,000's)	CONSTRUCTION SUPPORT EXPENDED ($1,000's)		CONSTRUCTION CAPITAL APPROVED BUDGET ($1,000's)	CONSTRUCTION CAPITAL EXPENDED ($1,000's)	
I-580 Eastbound HOV Lane - Greenville to Hacienda - Corridor Project																								
1	04	Ala	580	$ 59,280	$ 29,037	Corridor Project #1 (EA 29084)	3/13/08	07/28/08	100	12/01/11	02/04/10	100	☑					Caltrans	$ 5,700	$ 5,104		$ 47,410	$ 42,428	C
				$ 46,491	$ 5,765	Corridor Project #2 (EA 29083)	10/30/08	07/22/09	100	12/01/11	09/30/11	100	☑					Caltrans	$ 4,458	$ 4,561	L	$ 35,203	$ 35,242	
				$ 42,839	$ 20,400	Corridor Project #3 (EA 2908V)	5/23/12	08/23/12	100	11/01/14	11/01/15	96						Caltrans (FY 15-16 Q2)	$ 4,132	$ 3,723	B	$ 35,162	$ 28,041	C
				$ 148,610	$ 55,202	Corridor Summary				11/01/14	11/01/15			11/01/15	01/01/18				$ 14,290	$ 13,388	G	$ 117,775	$ 105,711	G
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	02/22/16	97						Caltrans	$ 9,795	$ 9,769		$ 73,769	$ 69,929	C
				$ 68,700	$ 40,481	Corridor Project #2 (EA 2908E)	4/26/12	10/29/12	100	11/01/14	10/28/15	98						Caltrans (FY 14-15 Q3)	$ 7,820	$ 8,909	B	$ 53,010	$ 50,148	C
				$ 160,377	$ 82,341	Corridor Summary				11/01/14	02/22/16			11/01/15	01/15/18				$ 17,615	$ 18,678	C	$ 126,779	$ 120,077	G
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	☑					Livermore	$ -	$ -		$ 26,495	$ 18,375	
				$ 6,810	$ 1,770	Corridor Project #2 (EA 17132)	12/11/08	06/22/09	100	01/01/12	10/31/11	100	☑					Livermore	$ -	$ -		$ 3,210	$ 1,770	
				$ 73,182	$ 24,982	Corridor Project #3 (EA 17133)	10/30/08	07/23/09	100	01/01/12	11/23/11	100	☑					Caltrans	$ 8,000	$ 7,006		$ 37,682	$ 28,032	
				$ 123,487	$ 45,127	Corridor Summary				03/01/12	04/09/12			03/01/13	07/01/13		☒		$ 8,000	$ 7,006	G	$ 67,387	$ 48,177	G
I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd - Corridor Project																								
4	04	Ala	880	$ 67,934	$ 52,846	Corridor Project #1 (EA 3A921)	4/26/12	09/14/12	100	01/01/16	12/01/15	96						Caltrans	$ 7,415	$ 7,409	C	$ 50,607	$ 42,788	C
				$ 35,052	$ 29,765	Corridor Project #2 (EA 3A922)	5/23/12	11/08/12	100	02/01/16	11/17/15	99						Caltrans	$ 4,000	$ 3,967		$ 25,765	$ 24,209	
				$ 102,986	$ 82,611	Corridor Summary				02/01/16	12/01/15			02/01/17	12/31/17				$ 11,415	$ 11,376	G	$ 76,372	$ 66,997	G

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	CMIA PROJECT COST ($1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT APPROVED BUDGET ($1,000's)	CONSTRUCTION SUPPORT EXPENDED ($1,000's)		CONSTRUCTION CAPITAL APPROVED BUDGET ($1,000's)	CONSTRUCTION CAPITAL EXPENDED ($1,000's)	
		Milestone Behind Schedule		☑ - Final Delivery Report (FDR) Complete		PE - plant establishment							☒ - past due											
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	☒					Caltrans	$ 51,218	$ 55,926	C	$ 293,425	$ 286,096	C
				$ 4,730	$ -	Corridor Project #2 (EA 29492)	Local	12/22/09	100	03/01/11	04/20/11	100	☑					Caltrans	$ 400	$ 492	L	$ 4,300	$ 2,809	
				$ 642	$ -	Corridor Project #3 (EA 29493)	Local	12/23/09	100	07/01/10	07/19/10	100	☑					Caltrans	$ 100	$ 130	L	$ 500	$ 408	
				$ 404,233	$ 84,482	Corridor Summary				05/01/14	03/12/15			03/01/15	03/01/17				$ 51,718	$ 56,548	G	$ 298,225	$ 289,313	G
					$ (73,439)	SHA Loan to CMIA Program**																		
				$ 404,233	$ 11,043	Revised Corridor Summary																		
6	10	Cal	4	$ 60,688	$ 3,574	Angels Camp Bypass (EA 36250)	9/20/07	08/11/07	100	09/01/10	09/24/09	100	☑	03/01/12	03/01/14		☒	Caltrans	$ 3,600	$ 4,319	S	$ 31,101	$ 25,616	G
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	☑					Caltrans	$ 10,608	$ 9,271	S	$ 45,183	$ 45,117	C
				$ 83,967	$ 16,671	Corridor Project #2 (EA 2285E)	8/10/11	10/20/11	100	02/01/15	12/01/15	98						Caltrans	$ 14,395	$ 12,561		$ 48,717	$ 43,631	
				$ 92,407	$ 39,200	Corridor Project #3 (EA 1G940)	1/25/12	05/25/12	100	12/01/14	06/01/16	81						Caltrans	$ 13,389	$ 12,590		$ 59,775	$ 46,073	
				$ 79,307	$ -	Corridor Project #4 (EA 1G941)	8/22/12	11/14/12	100	08/01/15	06/01/16	85						CCTA	$ -	$ -		$ 67,886	$ 50,298	C
				$ 44,949	$ 31,787	Corridor Project #5 (EA 24657)	1/25/12	04/19/12	100	09/30/13	11/30/15	99						CCTA	$ -	$ -		$ 36,787	$ 36,066	C
				$ 379,102	$ 100,086	Corridor Summary				02/01/15	06/01/16			08/01/16	06/01/17				$ 38,392	$ 34,422	G	$ 258,348	$ 221,185	G
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	12/30/16	60						ACCMA	$ -	$ -		$ 7,584	$ 3,033	
				$ 6,163	$ 5,363	Corridor Project #2 (EA 3A775)	3/29/12	07/26/12	100	04/01/14	12/30/15	90						ACCMA	$ -	$ -		$ 5,363	$ 3,534	
				$ 2,296	$ 1,896	Corridor Project #3 (EA 3A771)	1/20/11	04/28/11	100	04/01/12	08/16/12	100	☑					ACCMA	$ -	$ -		$ 1,896	$ 1,174	
				$ 10,754	$ 9,379	Corridor Project #4 (EA 3A776)	5/23/12	09/30/12	100	01/01/14	12/12/14	100	☒					Caltrans	$ 1,492	$ 1,282		$ 7,887	$ 6,963	
				$ 28,136	$ 22,256	Corridor Project #5 (EA 3A777)	5/23/12	10/01/12	100	06/01/14	12/30/15	97						Caltrans	$ 3,675	$ 3,510		$ 18,581	$ 16,166	
				$ 55,733	$ 46,478	Corridor Summary				04/01/15	12/30/16			10/01/15	09/01/17				$ 5,167	$ 4,792	G	$ 41,311	$ 30,870	G
US 50 HOV Lanes - Corridor Project																								
9	03	ED	50	$ 44,441	$ 19,873	Corridor Project #1 (EA 3A711)	9/25/08	11/18/08	100	06/01/10	07/06/12	100	☑					ED Co DOT	$ 3,560	$ 7,039	L	$ 37,681	$ 33,381	
				$ 10,454	$ 6,294	Corridor Project #2 (EA 3A712)	12/15/11	04/01/12	100	10/01/13	04/05/13	100	☑					ED Co DOT	$ -	$ 1,393	L	$ 8,794	$ 10,195	L
				$ 54,895	$ 26,167	Corridor Summary				10/01/13	04/05/13			10/01/14	07/01/17				$ 3,560	$ 8,432	L	$ 46,475	$ 43,576	G
10	06	Ker	46	$ 73,024	$ 30,375	Route 46 Expressway - Segment 3 (EA 44252)	5/20/10	01/26/11	100	07/01/14	01/16/13	100	☑	01/01/16	01/30/16			Caltrans	$ 9,900	$ 4,178	G	$ 47,449	$ 45,511	G
11	06	Kin Tul	198	$ 94,516	$ 44,514	Route 198 Expressway (EA 3568U)	5/14/09	09/01/09	100	02/01/12	03/11/13	100	☑	08/01/13	04/01/15		☒	Caltrans	$ 9,514	$ 8,577	G	$ 51,758	$ 51,758	G
12	07	LA	405	$ 1,137,700	$ 730,000	I-405 Carpool Lane I-10 To US 101 (NB) (Design Build) (EA 12030)	9/25/08	04/23/09	100	12/31/13	06/10/16	92		12/01/15	06/10/21			Metro	$ -	$ -	G	$ 979,700	$ 899,107	G
					$ (89,900)	SHA Loan to CMIA Program**																		
				$ 1,137,700	$ 640,100	Revised Project Budget																		

Milestone Behind Schedule ☑ - Final Delivery Report (FDR) Complete **PE** - plant establishment ☒ - past due

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	CMIA PROJECT COST ($1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT APPROVED BUDGET ($1,000's)	CONSTRUCTION SUPPORT EXPENDED ($1,000's)		CONSTRUCTION CAPITAL APPROVED BUDGET ($1,000's)	CONSTRUCTION CAPITAL EXPENDED ($1,000's)	
Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project																								
13	07	LA	5	$ 137,366	$ -	Corridor Project #1 (EA 12184)	Local	12/06/10	100	12/31/13	02/17/17	67						Caltrans	$ 30,110	$ 21,747	C	$ 76,646	$ 41,333	C
				$ 110,516	$ -	Corridor Project #2 (EA 1218V)	Local	10/14/10	100	12/31/12	02/01/16	99						Caltrans	$ 19,593	$ 18,474	C	$ 71,000	$ 60,097	C
				$ 401,498	$ 64,713	Corridor Project #3 (EA 1218W)	5/23/12	11/29/12	100	05/30/16	05/16/16	36						Caltrans	$ 43,211	$ 11,087	C	$ 231,619	$ 67,708	C
				$ 649,380	$ 64,713	Corridor Summary				05/30/16	02/17/17			05/30/17	01/31/18				$ 92,914	$ 51,308	C	$ 379,265	$ 169,138	C
I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project																								
14	07	LA	5	$ 114,071	$ 51,983	Corridor Project #1 (EA 21591)	8/10/11	11/28/11	100	04/29/15	03/22/16	99						Caltrans (FY 15-16 Q2)	$ 17,110	$ 15,952	B	$ 45,247	$ 43,579	
				$ 631,125	$ -	Corridor Project #2 (EA 2159U)	6/23/15	03/14/16		03/31/17	11/18/20	0						Caltrans	$ 34,534	$ -	C	$ 170,000	$ -	C
				$ 188,216	$ 104,708	Corridor Project #3 (EA 21593)	4/26/12	08/14/12	100	04/22/16	03/13/18	68						Caltrans (FY 15-16 Q1)	$ 28,481	$ 16,429	B	$ 96,447	$ 56,295	C
				$ 323,285	$ 158,320	Corridor Project #4 (EA 21594)	4/26/12	08/23/12	100	04/01/16	01/24/18	61						Caltrans (FY 14-15 Q4)	$ 33,777	$ 17,912	B	$ 144,627	$ 77,552	C
				$ 211,747	$ -	Corridor Project #5 (EA 21595)	8/6/13	04/24/14	100	12/01/16	10/02/18	17						Caltrans	$ 25,768	$ 3,848	C	$ 116,632	$ 15,870	C
				$ 1,468,444	$ 315,011	Corridor Summary				12/01/16	10/02/18			05/31/20	11/18/20				$ 139,670	$ 54,141	C	$ 572,953	$ 193,296	C
Highway 101 Marin-Sonoma Narrows - Corridor Project																								
15	04	Mrn Son	101	$ 85,126	$ 26,523	Corridor Project #1 (EA 26407)	5/23/12	09/14/12	100	06/01/15	08/15/15	100						Caltrans	$ 4,970	$ 6,054	S	$ 26,950	$ 26,392	
				$ 132,873	$ 72,717	Corridor Project #2 (EA 2640U)	5/23/12	11/01/12	100	06/01/15	10/31/16	91						Caltrans	$ 17,716	$ 13,215		$ 77,000	$ 64,427	
				$ 49,842	$ 29,773	Corridor Project #3 (EA 26406)	1/20/11	06/02/11	100	12/02/13	12/17/12	100	☒					Caltrans	$ 7,000	$ 6,706		$ 28,473	$ 26,607	
				$ 3,905	$ 3,530	Corridor Project #4 (EA 2640G)	6/27/12	11/08/12	100	12/01/13	12/02/13	100	☒					Caltrans (FY 14-15 Q1)	$ 700	$ 742	B	$ 2,830	$ 2,829	
				$ 18,202	$ 17,244	Corridor Project #5 (EA 2640L)	6/27/12	11/01/12	100	06/30/14	12/23/14	100	☒					Caltrans	$ 2,500	$ 2,457		$ 14,744	$ 14,464	
				$ 31,679	$ 30,729	Corridor Project #6 (EA 2640K)	6/27/12	11/02/12	100	10/01/14	12/01/15	99						Caltrans	$ 4,800	$ 4,720		$ 25,929	$ 21,843	
				$ 321,627	$ 180,516	Corridor Summary				06/01/15	10/31/16			07/01/16	12/01/18				$ 37,686	$ 33,894	G	$ 175,926	$ 156,562	G
16	04	Mrn	580	$ 17,852	$ 17,852	Westbound I-580 to Northbound US 101 Connector Improvements (EA 4A140)	5/14/09	11/04/09	100	03/01/11	01/27/11	100	☑	03/01/12	12/01/12	100	☑	Caltrans	$ 2,100	$ 1,858	G	$ 11,052	$ 10,606	G
17	05	Mon	1	$ 31,691	$ 18,568	Salinas Road Interchange (EA 31592)	5/14/09	10/07/09	100	07/01/11	03/20/14	100	☒	12/01/12	08/01/16			Caltrans	$ 4,598	$ 4,789	S	$ 15,638	$ 15,191	G
SR 12 Jameson Canyon Widening - Phase 1 - Corridor Project																								
18	04	Nap Sol	12	$ 2,190	$ -	PAED Costs Phase 2 (EA 26412)													$ -	$ -		$ -	$ -	
				$ 45,886	$ 18,518	Corridor Project #1 (EA 26413)	8/10/11	01/26/12	100	08/01/12	05/05/15	100	☒					Caltrans	$ 4,850	$ 8,444	S	$ 30,528	$ 30,959	
				$ 72,004	$ 36,349	Corridor Project #2 (EA 26414)	8/10/11	01/11/12	100	08/01/13	10/30/15	PE						Caltrans	$ 9,250	$ 10,921	S	$ 43,293	$ 41,851	
				$ 120,080	$ 54,867	Corridor Summary				08/01/13	10/30/15			08/01/14	10/30/17				$ 14,100	$ 19,365	S	$ 73,821	$ 72,810	G
19	03	Nev	49	$ 30,019	$ 8,225	Route 49 La Barr Meadows Widening (EA 2A690)	1/13/10	05/28/10	100	12/01/14	04/08/14	100	☑	12/01/16	12/01/18			Caltrans	$ 3,500	$ 3,386	G	$ 10,447	$ 10,744	G
					$ (2,000)	SHA Loan to CMIA Program**																		
				$ 30,019	$ 6,225	Revised Project Budget																		
20	12	Ora	91	$ 60,759	$ -	Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91 (EA 0G040)	Local	08/29/09	100	09/01/11	05/13/11	100	☑	09/01/15	03/28/12	100	☑	Caltrans	$ 7,801	$ 5,900	G	$ 40,086	$ 39,044	G

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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	☒					Caltrans (FY 15-16 Q2)	$ 25,113	$ 25,113	B	$ 122,811	$ 121,580	C
				$ 119,657	$ -	Corridor Project #2 (EA 07162)	Local	06/11/10	100	02/01/14	03/18/15	100	☒					Caltrans	$ 18,374	$ 18,374		$ 78,637	$ 77,593	C
				$ 282,681	$ 135,430	Corridor Summary				05/01/14	03/23/15			05/01/15	07/30/17				$ 43,487	$ 43,487	G	$ 201,448	$ 199,173	C
22	12	Ora	91	$ 77,510	$ 54,253	Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road (EA 0G330)	1/20/11	05/03/11	100	12/01/14	09/01/13	100	☑	12/01/15	06/29/14		☒	Caltrans	$ 8,633	$ 9,921	S	$ 54,253	$ 54,044	G
23	12	Ora	57	$ 34,428	$ 24,127	Widen NB fr 0.3M S of Katella Ave to 0.3M N of Lincoln Ave (EA 0F040)	8/10/11	10/26/11	100	03/01/15	05/01/15	100	☑	03/01/16	07/01/16			Caltrans	$ 6,256	$ 5,289	C	$ 21,621	$ 21,167	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	$ 51,809	$ 40,925	Corridor Project #1 (EA 0F031)	4/8/10	10/12/10	100	07/01/14	11/06/14	100	☑					Caltrans	$ 9,180	$ 8,999		$ 31,745	$ 30,886	C
				$ 51,609	$ 41,250	Corridor Project #2 (EA 0F032)	4/8/10	10/13/10	100	07/01/14	05/02/14	100	☑					Caltrans	$ 9,180	$ 9,008		$ 32,670	$ 32,532	C
				$ 103,418	$ 82,175	Corridor Summary				07/01/14	11/06/14			07/01/15	07/01/16				$ 18,360	$ 18,007	G	$ 64,415	$ 63,418	G
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	☑					Caltrans	$ 22,000	$ 24,075	S	$ 164,453	$ 160,877	
				$ 23,099	$ 20,000	Corridor Project #2 (EA 33382)	10/26/11	05/21/12	100	12/15/14	10/06/14	100	☑					Caltrans	$ 2,751	$ 2,401		$ 19,499	$ 18,156	
				$ 315,302	$ 68,934	Corridor Summary				12/15/14	10/06/14			12/15/16	04/05/18				$ 24,751	$ 26,476	S	$ 183,952	$ 179,033	G
26	03	Pla	80	$ 47,577	$ 8,484	Pla-80 HOV Phase 2 (EA 36782)	1/10/08	05/01/08	100	10/01/10	10/18/12	100	☑	10/01/12	07/03/17			Caltrans	$ 7,143	$ 5,455	G	$ 31,200	$ 29,956	G
27	03	Pla	80	$ 49,374	$ 22,985	Pla-80 HOV Phase 3 (EA 36783)	12/11/08	08/10/09	100	01/01/11	06/17/13	100	☑	01/01/13	06/30/17			Caltrans	$ 5,300	$ 5,233	G	$ 39,974	$ 25,382	G
28	08	Riv	215	$ 29,228	$ 10,297	Widening, Add One Mixed Flow Lane in Each Direction (EA 0F161)	1/20/11	09/28/10	100	12/01/13	12/01/13	100	☑	12/01/14	05/30/14		☒	RCTC	$ -	$ -	G	$ 22,057	$ 12,014	G
29	08	Riv	91	$ 253,625	$ 120,191	HOV Lane Gap Closure (EA 44840)	8/10/11	02/10/12	100	08/01/15	02/05/16	91		08/01/17	02/05/18			Caltrans	$ 28,728	$ 28,304	G	$ 131,924	$ 98,139	C
30	03	Sac	50	$ 96,581	$ 47,611	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements (EA 44161)	7/9/09	10/26/09	100	01/01/13	05/10/13	100	☑	01/01/15	08/15/16			Caltrans	$ 11,500	$ 12,228	C	$ 70,698	$ 69,324	C
31	03	Sac	Loc	$ 17,575	$ 14,075	White Rock Road from Grant Line to Prairie City (EA 92880)	2/23/12	04/30/12	100	12/31/13	12/01/13	100	☑	06/01/14				Sac Co	$ -	$ -	G	$ 11,875	$ 10,408	G
32	08	SBd	10	$ 30,760	$ 14,074	Westbound Mixed Flow Lane Addition (EA 0F150)	1/13/10	12/10/10	100	05/01/12	08/19/14	100	☑	06/01/13	03/30/15		☒	SANBAG	$ -	$ -	G	$ 25,449	$ 20,282	G
33	08	SBd	215	$ 347,777	$ 49,120	I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition (EA 0071V)	4/16/09	08/27/09	100	09/05/13	09/01/14	100	☑	09/15/15	09/14/15			SANBAG	$ -	$ -	G	$ 213,174	$ 206,946	G
					$ (49,120)	SHA Loan to CMIA Program**																		
				$ 347,777	$ -	Revised Project Budget																		
Interstate 215 HOV Lanes and Connectors - Corridor Project																								
34	08	SBd	215	$ 77,658	$ 29,000	SR - 210/215 Connectors (EA 44407)	4/16/09	09/17/09	100	02/01/13	05/01/14	100	☑					Caltrans	$ 12,883	see		$ 47,672	see	
35				$ 44,740	$ 36,540	I-215 North Segment 5 (EA 00719)	4/16/09	09/17/09	100	02/01/13	05/01/14	100	☑					Caltrans	$ 7,333	below		$ 29,207	below	
				$ 122,398	$ 65,540	Corridor Summary				02/01/13	05/01/14			03/01/15	11/16/15				$ 20,216	$ 12,900	G	$ 76,879	$ 71,400	G
36	08	SBd	10	$ 18,300	$ 10,910	Widen Exit Ramps&Add Aux Ln @Cherry, Citrus&Cedar Ave IC's (EA 49750)	1/13/10	10/12/10	100	12/01/10	12/20/12	100	☑	06/01/11	12/19/14		☒	Caltrans	$ 3,280	$ 3,422	S	$ 12,130	$ 11,215	G

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I-15 Managed Lanes - Corridor Project																								
37	11	SD	15	$ 110,103	$ 93,765	Corridor Project #1 (EA 2T093)	9/20/07	02/08/08	100	01/17/11	12/28/11	100	☑					Caltrans	$ 14,739	$ 14,603		$ 79,026	$ 77,319	
				$ 87,365	$ 71,236	Corridor Project #2 (EA 2T091)	2/14/08	05/12/08	100	02/21/12	05/31/11	100	☑					Caltrans	$ 14,025	$ 11,162		$ 57,211	$ 57,438	
				$ 143,388	$ 115,668	Corridor Project #3 (EA 2T092)	4/10/08	07/25/08	100	04/15/12	06/14/12	100	☑					Caltrans	$ 21,436	$ 15,020	C	$ 97,249	$ 91,853	C
				$ 340,856	$ 280,669	Corridor Summary				04/15/12	06/14/12			10/03/13	01/28/15		☒		$ 50,200	$ 40,785	G	$ 233,486	$ 226,610	G
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	☑					Caltrans	$ 6,000	$ 7,743	S	$ 43,038	$ 37,046	
				$ 80,446	$ -	Corridor Project #2 (EA 2T040)	Local	01/28/11	100	06/30/12	02/13/15	100	☒					Caltrans	$ 11,183	$ 15,222	L	$ 54,610	$ 58,054	C
				$ 133,110	$ 24,500	Corridor Summary				06/30/12	02/13/15			01/30/14	07/12/18				$ 17,183	$ 22,965	S	$ 97,648	$ 95,099	G
39	10	SJ	205	$ 22,009	$ 9,070	I-205 Auxiliary Lanes (EA 0Q270)	4/8/10	10/12/10	100	04/01/13	06/15/13	100	☑	11/01/14	02/13/15		☒	Caltrans	$ 2,900	$ 2,302	G	$ 11,860	$ 11,480	G
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	10/13/14	100	☒					Caltrans	$ 7,000	$ 7,829	S	$ 58,105	$ 52,342	G
				$ 4,500	$ -	STIP TEA Enhancements (EA 33072)																		
				$ 83,105	$ 49,778	Corridor Summary				08/01/13	10/13/14			10/01/14	02/02/17									
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	07/01/13	100	☑					Caltrans	$ 8,259	$ 2,844		$ 22,304	$ 16,112	
				$ 22,514	$ 3,802	Corridor Project #2 (EA 23564)	10/26/11	05/24/12	100	11/01/13	11/15/13	100	☑					Caltrans	$ 3,802	$ 1,255		$ 12,648	$ 6,519	
				$ 63,152	$ 27,247	Corridor Summary				11/01/13	11/15/13			11/01/14	12/31/15				$ 12,061	$ 4,099	G	$ 34,952	$ 22,631	G
42	04	SCl	880	$ 67,889	$ 45,929	I-880 Widening (SR 237 to US 101) (EA29830)	8/10/11	12/14/11	100	07/01/13	04/04/14	100	☑	08/01/14	06/01/16			Caltrans	$ 9,810	$ 6,194	G	$ 38,279	$ 31,787	C
43	04	SCl	101	$ 73,199	$ 55,871	US 101 Aux Lanes - State Route 85 to Embarcadero Rd (EA 4A330)	8/10/11	11/17/11	100	08/01/13	11/16/15	100		09/01/14	10/31/17			Caltrans	$ 11,080	$ 10,533	G	$ 44,791	$ 42,414	G
44	04	SCl	101	$ 49,611	$ 16,636	US 101 Improvements (I-280 to Yerba Buena Rd) (EA 1A980)	1/13/10	10/01/10	100	06/01/13	10/31/12	100	☑	06/01/14	10/03/14	100	☑	Caltrans	$ 6,690	$ 6,619	G	$ 31,202	$ 26,047	G
45	05	SCr	1	$ 20,085	$ 13,783	Highway 1 Soquel to Morrissey Auxiliary Lanes (EA 0F650)	8/10/11	01/05/12	100	11/01/13	07/31/15	99		12/01/14	03/28/16			SCCRTC	$ -	$ -	G	$ 15,933	$ 15,611	G
46	02	Sha	5	$ 16,315	$ 13,496	Cottonwood Hills Truck Climbing Lane (EA 37100)	1/13/10	04/21/10	100	12/01/11	11/17/11	100	☑	12/01/12	04/01/15		☒	Caltrans	$ 2,100	$ 1,247	G	$ 11,396	$ 11,396	G
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	☑					Caltrans	$ 6,351	$ 4,284		$ 29,197	$ 28,260	
				$ 7,885	$ 6,085	Corridor Project #2 (EA 0A532)	4/8/10	10/12/10	100	09/01/11	02/29/12	100	☑					Caltrans	$ 1,319	$ 1,319		$ 4,766	$ 4,764	
				$ 30,296	$ -	Corridor Project #3 (EA 4C51U)	3/12/09	04/21/09	100	11/01/10	12/01/10	100	☑						$ 3,900	$ 1,597		$ 22,200	$ 15,837	
				$ 80,929	$ 26,256	Corridor Summary				09/01/11	02/29/12			10/01/12	03/01/14	100	☑		$ 11,570	$ 7,200	G	$ 56,163	$ 48,861	G
48	04	Son	101	$ 92,761	$ 17,359	Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway (EA 0A18U)	5/14/09	10/12/09	100	12/01/11	12/26/12	100	☒	02/01/13	06/30/14		☒	Caltrans	$ 10,500	$ 10,752	S	$ 58,311	$ 55,209	G
49	04	Son	101	$ 120,260	$ 69,860	US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road) (EA 0A10U)	5/29/08	10/29/08	100	01/01/11	12/30/10	100	☑	02/01/12	12/25/13		☒	Caltrans	$ 12,000	$ 9,665	G	$ 91,200	$ 88,494	G
50	04	Son	101	$ 79,367	$ 29,280	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave (EA 12965)	9/25/08	03/03/09	100	12/01/13	06/28/13	100	☒	01/01/15	12/01/14		☒	Caltrans	$ 6,600	$ 7,541	S	$ 51,065	$ 45,975	G

Milestone Behind Schedule ☑ - Final Delivery Report (FDR) Complete **PE** - plant establishment ☒ - past due

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	CMIA PROJECT COST ($1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT APPROVED BUDGET ($1,000's)	CONSTRUCTION SUPPORT EXPENDED ($1,000's)		CONSTRUCTION CAPITAL APPROVED BUDGET ($1,000's)	CONSTRUCTION CAPITAL EXPENDED ($1,000's)	
51	10	Sta	219	$ 45,580	$ 9,844	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road) (EA 0A870)	1/10/08	06/19/08	100	08/01/09	06/30/10	100	☑	11/01/09	12/30/13		☒	Caltrans	$ 2,000	$ 1,947	G	$ 7,844	$ 6,617	G
52	10	Sta	219	$ 42,662	$ 13,241	SR-219 Expressway, Phase 2 (Morrow Road to Route 108) (EA 0A872)	12/15/11	08/30/12	100	05/30/14	12/31/15	94		07/31/15	12/31/17			Caltrans	$ 4,300	$ 3,936	G	$ 17,612	$ 15,772	G
53	10	Tuo	108	$ 53,392	$ 14,530	E. Sonora Bypass Stage II (EA 34042)	1/20/11	12/16/11	100	03/01/14	01/10/15	100	☒	11/01/15	10/30/15			Caltrans	$ 5,500	$ 6,510	S	$ 26,974	$ 28,125	S
54	07	Ven SB	101	$ 101,163	$ 81,293	HOV Lanes, Mussel Shoals to Casitas Pass Road (EA 26070)	8/10/11	01/04/12	100	08/01/16	09/22/16	97		09/01/17	04/25/19			Caltrans	$ 15,300	$ 12,342	G	$ 65,993	$ 59,012	G
CMIA projects amended into program using project cost/award savings																								
55	04	Son	101	$ 17,321	$ 15,000	Central Project - Phase B (EA 0A184)	1/20/11	05/19/11	100	12/31/12	07/17/13	100	☒	01/01/14	06/30/15		☒	Caltrans	$ 3,000	$ 2,844	G	$ 12,000	$ 12,000	G
56	03	Sac	80	$ 136,035	$ 53,537	I-80 HOV Ln Across the Top (EA 3797U)	1/20/11	07/29/11	100	11/01/14	11/01/16	84		11/01/16	11/01/18			Caltrans (FY 15-16 Q2)	$ 19,000	$ 16,547	B	$ 104,588	$ 85,779	S
57	10	SJ	5	$ 124,978	$ 42,470	I-5 HOV Ln and CRCP (EA 0G470)	1/20/11	06/02/11	100	12/30/14	02/01/16	90		01/30/16	08/29/16			Caltrans (FY 15-16 Q2)	$ 11,990	$ 14,838	S	$ 97,708	$ 79,450	B
58	05	SLO	101	$ 50,299	$ 31,174	Santa Maria Bridge (EA 44590)	1/20/11	06/21/11	100	04/01/14	03/12/15	100	☒	07/15/15	07/15/18			Caltrans	$ 6,600	$ 5,419	G	$ 34,832	$ 34,396	G
59	11	SD	15	$ 68,159	$ 25,802	Mira Mesa Direct Access Ramp (EA 2T095)	12/15/11	04/04/12	100	01/14/15	01/04/16	100		07/07/16	12/11/16			Caltrans (FY 15-16 Q2)	$ 8,500	$ 8,393	B	$ 36,102	$ 27,111	G
60	02	Sha	5	$ 23,468	$ 21,713	South Redding 6;Lane (EA 4C401)	1/20/11	05/09/11	100	11/15/12	02/01/13	100	☑	11/15/13	01/31/14		☒	Caltrans	$ 2,250	$ 1,943	G	$ 19,463	$ 18,625	G
61	03	But	32	$ 9,925	$ 3,425	But 32 Highway Widening (EA 1E490)	8/10/11	06/30/12	100	11/30/13	12/30/15	98		05/30/14	07/01/18			Chico	$ -	$ -	G	$ 6,425	$ 6,292	
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	07/01/15	100						Caltrans	$ 3,780	$ 3,758		$ 25,085	$ 24,158	
				$ 97,402	$ -	Corridor Project #2 (EA 29762)	3/26/15	09/30/15	100	10/01/15	12/01/16	1						Caltrans	$ 8,005	$ -	C	$ 48,000	$ -	C
				$ 138,467	$ 16,057	Corridor Summary				10/01/15	12/01/16			07/01/18	12/01/17				$ 11,785	$ 3,758	G	$ 73,085	$ 24,158	G
63	06	Tul	198	$ 27,266	$ 21,187	Plaza Drive IC / Aux Lns (EA 42370)	8/10/11	11/30/11	100	06/30/13	08/19/14	100	☒	12/31/13	12/01/14		☒	Visalia	$ -	$ -	G	$ 21,187	$ 22,620	L
64	04	Var	Var	$ 74,984	$ 36,057	Freeway Performance Initiative (EA 0G890, 15113, 15300, 15320, 15350, 15420)	4/26/12	08/28/12	100	10/01/14	10/13/15	100		04/01/16	10/09/17			Caltrans (FY 14-15 Q1)	$ 8,271	$ 8,531	B	$ 51,346	$ 47,598	C
Bi-County I-215 Gap Closure - Corridor Project																								
65	08	SBd Riv	215	$ 182,802	$ 15,350	I-215 Gap Closure (EA 0M940)	6/27/12	12/03/12	100	05/01/16	07/20/16	98						Caltrans	$ 16,270	see		$ 137,171	see	
				$ 17,066	$ -	SHOPP contribution to #1													$ 800			$ 15,392		
66				$ 5,193	$ 3,007	Newport Ave OC(EA 0M94U)	6/27/12	12/03/12	100	05/01/16	07/20/16	98						Caltrans	$ 361	below		$ 3,007	below	
				$ 205,061	$ 18,357	Corridor Summary				05/01/16	07/20/16			04/01/18	08/02/18				$ 17,431	$ 14,593	C	$ 155,570	$ 132,117	C
67	04	Son	101	$ 49,621	$ 22,242	North Project Phase B Airport IC (EA 3A23U)	4/26/12	12/03/12	100	12/31/13	08/03/15	100		11/01/15	09/01/17			Caltrans	$ 4,500	$ 4,297	G	$ 33,813	$ 31,559	G
68	04	SCl	880	$ 62,097	$ 39,231	I-880/I-280 Stevens Creek IC Impvmts (EA 44560)	5/23/12	09/06/12	100	12/01/14	11/30/15	96		12/01/15	10/30/17			SCVTA	$ -	$ -	G	$ 47,197	$ 43,408	G
69	04	SCl	101	$ 33,962	$ 22,367	Capitol Exp Yerba Buena IC (EA 1G360)	5/23/12	08/02/12	100	06/30/14	04/14/15	100	☒	07/01/15	12/01/16			SCVTA	$ -	$ -	G	$ 26,286	$ 24,871	G
70	08	SBd	15	$ 82,912	$ 16,206	La Mesa Nisqualli Rd IC (EA 0A450)	8/10/11	12/08/11	100	12/01/13	03/05/15	100	☑	12/01/15	06/05/15		☒	SANBAG	$ -	$ -	G	$ 53,082	$ 40,680	G
71	11	SD	805	$ 36,501	$ 18,785	HOV Lns - SR54 to SR94 (EA 2T180)	1/25/12	06/22/12	100	12/31/13	12/20/13	100	☑	07/11/13	03/01/14		☒	Caltrans	$ 5,392	$ 4,305	G	$ 19,355	$ 18,437	C
72	11	SD	805	$ 55,432	$ 37,978	HOV Lns - Palomar to SR54 (EA 2T181)	1/25/12	09/09/12	100	07/30/14	03/11/14	100	☑	11/05/13	07/25/15			Caltrans	$ 7,400	$ 7,314	G	$ 34,278	$ 33,402	G
73	05	SLO	46	$ 55,559	$ 45,088	Whitley 2A (EA 33077)	2/23/12	05/18/12	100	09/08/15	09/08/15	97		10/01/16	06/15/16			Caltrans	$ 7,000	$ 6,625	G	$ 38,088	$ 34,127	G

Milestone Behind Schedule ☑ - Final Delivery Report (FDR) Complete **PE** - plant establishment ☒ - past due

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	CMIA PROJECT COST ($1,000's)	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % Complete	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT APPROVED BUDGET ($1,000's)	CONSTRUCTION SUPPORT EXPENDED ($1,000's)		CONSTRUCTION CAPITAL APPROVED BUDGET ($1,000's)	CONSTRUCTION CAPITAL EXPENDED ($1,000's)	
74	12	Ora	74	$ 77,211	$ 24,109	SR74 / I-5 IC (EA 0E310)	4/25/12	10/19/12	100	02/02/15	08/01/16	95		02/01/17	12/01/17			Caltrans	$ 6,364	$ 7,616	S	$ 30,231	$ 24,771	G
75	11	SD	805	$ 119,000	$ 40,638	805 Managed Lns North (Design Build) (EA 2T200)	10/26/11	7/30/12 2/26/13*	100	03/15/15	07/30/16	92		06/30/16	06/30/17			Caltrans	$ 26,428	$ 14,811	C	$ 86,419	$ 71,295	G
76	2	Sha	5	$ 7,275	$ 6,000	I5/Deschutes Rd IC (EA 34760)	5/3/12	7/26/12	100	12/15/12	01/31/14	100	☑	05/01/13	09/01/14		☒	Anderson	$ -	$ -	G	$ 6,000	$ 5,979	G
77	3	Sac	50	$ 37,151	$ 12,109	SR50 - Watt IC (EA 37120)	4/26/12	9/15/12	100	11/30/14	06/30/16	99		05/31/15	11/01/18			Sac Co	$ -	$ -	G	$ 30,449	$ 33,143	C
78	5	Mon	101	$ 91,150	$ 28,325	San Juan IC (EA 31580)	4/26/12	09/27/12	100	03/18/15	07/01/16	95		03/19/16	07/02/18			Caltrans	$ 8,000	$ 7,138	G	$ 48,700	$ 41,379	G
79	5	SB	101	$ 17,968	$ 4,792	Union Valley Pkwy IC (EA 46380)	4/26/12	07/26/12	100	12/31/13	12/31/13	100	☑	02/03/15	07/20/15			Caltrans	$ 1,900	$ 1,688	G	$ 9,584	$ 8,884	G
80	8	SBd	10	$ 24,194	$ 10,000	I-10 Tippercanoe Ave IC (EA 44811)	4/26/12	07/11/12	100	07/11/13	03/10/15	100	☑	08/01/15	06/24/15		☒	SANBAG	$ 2,000	$ 2,821	L	$ 13,787	$ 13,872	C
81	11	SD	76	$ 36,889	$ 29,387	I-5 / SR 76 IC (EA 25714)	4/26/12	08/01/12	100	01/01/17	10/20/14	100	☒		12/26/15			Caltrans (FY 15-16 Q1)	$ 5,056	$ 4,950	B	$ 24,561	$ 23,765	C
82	3	ED	50	$ 19,200	$ 15,500	US Route 50 HOV Ln (EA 2E510)	5/23/12	07/17/12	100	12/31/13	12/01/16	98		10/31/14	12/01/17			ED Co DOT	$ -	$ -	G	$ 17,240	$ 14,245	G
83	3	ED	50	$ 9,145	$ 6,000	Western Placerville IC Ph 1A (EA 37280)	5/23/12	11/05/12	100	10/15/13	06/01/15	100	☒	01/15/14	02/01/17			Caltrans	$ -	$ -	G	$ 6,000	$ 6,000	G
84	8	Riv	215	$ 123,502	$ 38,779	215 Widening Scortt to Nuevo (EA 0F162)	5/23/12	11/14/12	100	12/31/15	05/30/16	96		06/30/16	07/01/19			RCTC	$ -	$ -	G	$ 98,500	$ 81,099	G
85	8	SBd	15	$ 63,923	$ 28,264	I15 Ranchero Rd IC (EA 34160)	5/23/12	08/01/12	100	08/01/14	11/16/15	99		09/01/16	12/01/17			SANBAG	$ 3,650	$ -	G	$ 40,148	$ 40,291	L
86	4	Ala	680	$ 8,793	$ 6,673	FPI (EA 4G100)	6/27/12	09/29/12	100	11/01/14	06/27/13	100	☑	12/01/15	11/15/14		☒	Caltrans	$ 1,000	$ 998	G	$ 5,673	$ 4,740	G
87	8	SBd	15	$ 35,274	$ 12,000	Duncan Canyon Rd IC (EA 0H130)	6/27/12	08/14/12	100	06/01/14	12/18/15	99		12/01/14	10/14/16			Fontana	$ 2,900	$ -	G	$ 26,054	$ 5,068	G
88	12	Ora	405	$ 3,230	$ 2,410	Widen Ramp for Deceleration Lane (EA 0M130)	6/27/12	10/11/12	100	07/01/14	05/30/14	100	☑	12/01/14	12/01/14		☒	Caltrans	$ 500	$ 498	G	$ 1,910	$ 1,738	G
89	7	LA	710	$ 1,288,101	$ 153,657	Gerald Desmond Bridge (Design Build) (EA 22830)	10/24/12	10/1/12 6/11/13*	100	06/27/16	07/10/18	32		09/26/17	09/26/17			Port of Long Beach	$ -	$ -	G	$ 913,300	$ 331,784	L
90	8	SBd	15	$ 325,365	$ 53,743	I-15 Devore Widening, IC (EA 0K710)	12/6/12	11/13/12	100	03/25/16	09/30/16	91		02/28/19	10/25/19			SANBAG	$ 26,951	$ 17,406	G	$ 239,662	$ 170,140	C
					$ 214,459	CMIA Bond Program Payback to SHA**																		
		Totals		$ 12,346,600	$ 4,476,619																			

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

** Section 4a of CMIA report details CMIA Bond Program funding loans.

(4) CMIA Bond Program Funding Adjustments

Second Quarter FY 2015-16

(4a) CMIA Bond Program Funding Loans

American Recovery and Reinvestment Act (ARRA) of 2009 funding loans were made in 2009 to replace CMIA funding on CMIA program projects. The CMIA program project budgets, as reported in this report include $214,459,000 of ARRA funding in accordance with Government Code, Section 8879.77. In 2009, limitations on bond sales and the enactment of the ARRA program led to legislation allowing loans in order to allocate projects ready for construction. The table below outlines the loans made and repayment of loans for the CMIA program.

Project	ARRA Funding (Loan) ($1,000;s)	Repayment (CMIA Funding) ($1,000;s)
Caldecott Tunnel Fourth Bore (segment 1)	$ 73,439	
I-215 North Segments 1 & 2 HOV Lanes	$ 49,120	
La Barr Meadows	$ 2,000	
Route 405 Northbound HOV Lanes	$ 89,900	
State Highway Account Reimbursement		$ 214,459
Totals	$ 214,459	$ 214,459

(4b) CMIA Bond Program Funding Transfers

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. To date, Caltrans has identified a total of $72.3 million in savings ($5.3 in project closeouts and $67 in projected administration savings) in the CMIA program.

Funding Transfers	Project Allocated CMIA Funds	Administration Budget
Program Budget, Allocations through Dec. 31, 2012	$ 4,410.0 million	$ 90 million
Project Closeout Savings – de-allocated	-$ 5.3 million	
Project Closeout Savings – re-allocated to projects	$ 5.3 million	
Administration Savings – re-allocated to projects	$ 67.0 million	-$ 67 million
Revised Allocated Budget Totals	$ 4,477 million	$ 23 million

CALIFORNIA DEPARTMENT OF TRANSPORTATION

Second Quarter FY 2015-16 State Route 99 (SR99) Bond Program Report

Quarterly Report to the California Transportation Commission

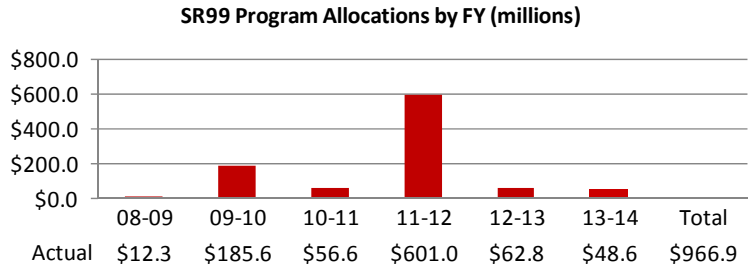
(1) SR99 Bond Program Summary

Second Quarter FY 2015-16

(1a) SR99 Bond Program Funding

	#Projects	Project Allocated Funds	% Allocated
SR99 bond program funds allocated to projects:	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.



(1b) SR99 Bond Program Funding Loans

American Recovery and Reinvestment Act (ARRA) of 2009 funding loans were made in 2009 to replace SR99 funding on a SR99 program project. The SR99 program project budget, as reported in this report includes $19,061,000 of ARRA funding in accordance with Government Code, Section 8879.77. In 2009, limitations on bond sales and the enactment of the ARRA program led to legislation to allow for loans in order to allocate projects ready for construction.

(1c) SR99 Bond Program Funding and Contributor Funds

	Project Expenditures	Percent Expended
SR99 bond program project funds expended to date:	$825 million	83%
SR99 bond program project funds expended reported last quarter:	$797 million	80%

In the SR99 bond program's $1 billion 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.

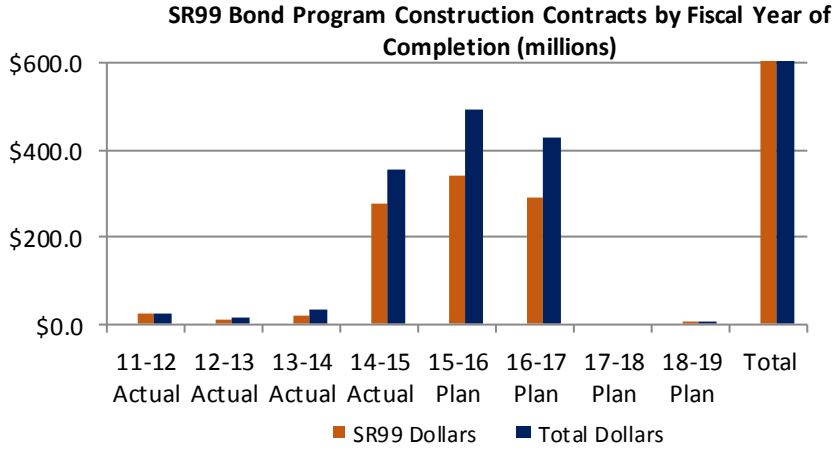
SR99 Bond Program Funding and Contributor Funds by Component (millions)

	Total Funds	Other Funds	SR99 Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	$ 119.4	$ 12.3	$ 107.1	$ 105.1	98 %
Capital	$ 897.4	$ 112.7	$ 784.7	$ 660.6	84 %
Right of Way					
Support	$ 19.5	$ 8.2	$ 11.3	$ 7.6	67 %
Capital	$ 184.4	$ 133.2	$ 51.2	$ 34.2	67 %
Preliminary Engineering					
Support	$ 133.7	$ 121.0	$ 12.7	$ 13.7	108%
Committed Subtotal	$ 1,354.4	$ 387.4	$ 967.0	$ 821.2	85 %
Uncommitted			$ 13.0		
Percent uncommitted			1.3%		
Bond Administration			$ 20.0	$ 3.9	20 %
Program Total			$ 1,000.0	$ 825.1	83 %

(1d) SR99 Bond Program Project Completions

	# Projects Completed	Percent Projects Completed
SR99 bond program construction contracts completed to date:	17	63%
SR99 bond program construction contracts completed reported last quarter:	14	52%

To date, a total of 23 projects have received SR99 bond program funds. Some projects were constructed in stages, resulting in a total of 27 construction contracts being administered.



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	2							2	$ 15	$ 11
FY 13-14	1	$ 32	$ 19	1							1	$ 32	$ 19
FY 14-15	9	$356	$275	1							9	$ 356	$ 275
FY 15-16	4	$220	$144	5				5	$ 273	$ 199	9	$ 493	$ 343
FY 16-17								4	$ 426	$ 291	4	$ 426	$ 291
FY 17-18								0	$ 0	$ 0	0	$ 0	$ 0
FY 18-19					1	$ 5	$ 5	0	$ 0	$ 0	1	$ 5	$ 5
Total Value	17	$646	$472	10	1	$ 5	$ 5	9	$699	$ 490	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

Second Quarter FY 2015-16

(2a) Major Project Issues

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

A number of SR99 program projects currently have action plans regarding budget risks. Some components are at risk of exceeding the budget, while other components are projected to have significant savings. Caltrans is evaluating the remaining projects in construction to estimate final costs. Upon completion of the program cost review, Caltrans will likely bring a proposal to the Commission to right size the program.

(2b) Action Plans

Project #1 Chico Auxiliary Lanes	The contract is complete. Supplemental Funds Request was submitted to the CTC at the January 2016 meeting and was approved. All contractual disputes have been resolved. Construction is currently processing the final payment to the contractor. Project will begin closeout phase once final payment is made.
Project #2 Island Park 6-Lane	The bond funded PSE, RW and Construction Support charges have exceeded the budget. There may be expenditure adjustments made at closeout.
Project #3 Avenue 12 IC	Right of way costs have exceeded 120 percent of the programmed amount due to pending final judgments for eminentdomain actions. Support costs may increase due to construction delays for utility relocation.
Project #5 Plainsburg Rd I/C	Additional funds are needed for construction support over-expenditures and to provide enough funding to close out the project. The proposed plan is to request an amendment to transfer savings from Construction Capital to Construction Support. Additional support costs were incurred to process over 50 Contract Change Orders. It is anticipated that the savings from Construction Capital will be adequate to complete final project closeout, including right of way monumentation and claims processing.

Project #8 South Stockton Widening	Additional funds for construction support are needed due to delays to the construction work. Construction began on 12/03/12, but the Construction and Maintenance Agreement with BNSF Railroad was approved on 07/12/13. Additional delays as a result of utility relocation work have also added working days to the contract. The Project Development Team is working on reducing the Estimate At Completion (EAC) to create a more accurate estimate of the additional funds required for construction support. The proposed plan is to transfer savings from R/W Capital to Construction Support.
Project #9 Manteca Widening Ph1	Additional funds are needed for construction support over-expenditures and to provide enough funding to close out the project. The proposed plan is to transfer construction support savings from Manteca Widening Ph2
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 fund amount.
Project #15 Tulare to Goshen 6 Ln	Potential supplemental funds for Construction Capital and Construction Support to settle claims. Capital and support costs have increased due to unexpected utility conflicts.
Project #22 Pelandale Ave IC	Forecasted costs for construction support exceed the approved budget (bond funded). Local agency has identified potential capital savings and is working on a revised funding plan.

Project teams are closely monitoring costs to ensure compliance with bond requirements. Expenditure adjustments will be made (adding non-bond funds if necessary) to ensure bond funds are not over expended.

(3) State Route 99 Bond Program Current Status and Project Expenpenditure Report

Second Quarter FY 2015-16

Within Budget Conditions
- G Estimated cost < or = budget

Post Vote STIP costs; No CTC action required
- S Estimated cost STIP funds > 100% budget
- B Estimated all BOND funds to be expended
- L Estimated cost LOCAL funds > 100% budget

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

Known cost overrun conditions
- S Actual cost STIP funds > 100% budget
- B All BOND funds have been expended
- L Actual cost LOCAL funds > 100% budget

B Projects designated with a red B indicate all bond funds have been expended. Project teams are taking corrective actions to make expenditure adjustments (adding non-bond funds if necessary) and reviewing project charges. The quarter in which the bond funds were fully expended has been added to the table below so that the timeliness of corrective actions can be monitored.

Milestone Behind Schedule ☑ *Final Delivery Report Complete* ***PE -*** *Plant Establishment* *Past Due*

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	SR99 PROJECT COST ($1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % COMPLETE	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS EXPENDED)	Support Appd	Support Exp		Capital Appd	Capital Exp	
1	03	But	99	$ 37,859	$ 20,592	Butte SR 99 Chico Auxilliary Lanes - Phase II	1/20/11	7/8/11	100	10/15/13	2/18/15	100		10/15/15	2/18/18			Caltrans	$ 4,394	$ 5,461	S	$ 26,800	$ 26,733	S
Island Park 6-Lane - Corridor Project																								
2	06	Fre Mad	99	$ 23,212	$ 23,212	Corridor Project #1 (EA 44261)	1/13/10	8/10/10	100	9/1/12	2/3/12	100	☑					Caltrans	$ 3,500	$ 3,313	G	$ 17,270	$ 16,914	G
				$ 68,213	$ 68,213	Corridor Project #2(EA 44262)	4/26/12	10/10/12	100	7/1/16	7/1/16	98						Caltrans (FY 15-16 Q1)	$ 7,500	$ 8,241	B	$ 47,613	$ 41,615	G
				$ 91,425	$ 91,425	Corridor Summary				7/1/16	7/1/16			7/1/18	7/1/18				$ 11,000	$ 11,554	G	$ 64,883	$ 58,529	G
3	06	Mad	99	$ 84,202	$ 49,802	Reconstruct Interchange at Avenue 12	6/27/12	12/7/12	100	11/1/15	9/1/16	85		8/1/17	7/1/18			Caltrans	$ 6,800	$ 7,415	G	$ 49,402	$ 39,942	G
4	10	Mer	99	$ 127,652	$ 91,319	Arboleda Road Freeway	12/15/11	4/6/12	100	5/1/15	5/18/15	100		5/1/16	7/2/16			Caltrans	$ 12,000	$ 8,786	G	$ 78,360	$ 68,007	G
5	10	Mer	99	$ 76,611	$ 65,869	Freeway Upgrade & Plainsburg Road I/C	2/23/12	7/12/12	100	8/1/15	11/10/15	95		8/1/16	7/20/16			Caltrans (FY 15-16 Q1)	$ 8,300	$ 8,921	B	$ 53,098	$ 44,267	G
6	03	Sac	99	$ 7,446	$ 5,806	Add Aux Lane Calvine to North of Mack Rd on 99	2/25/10	6/23/10	100	10/1/12	2/1/13	100	☑	10/1/14	2/1/17			Caltrans	$ 750	$ 746	G	$ 5,506	$ 5,099	G
7	03	Sac	99	$ 32,470	$ 18,529	SR 99/Elverta Rd. Interchange	2/23/12	5/28/12	100	4/1/14	12/1/13	100	☑	7/1/14	10/1/18			Sac Co	$ -	$ -	G	$ 25,270	$ 24,421	C
8	10	SJ	99	$ 214,458	$ 132,256	SR 99 (South Stockton) Widening	6/27/12	10/16/12	100	1/1/17	6/2/17	74		2/1/17	6/3/17			Caltrans	$ 15,500	$ 14,727	B	$ 113,958	$ 73,160	G
SR 99 Widening in Manteca and San Joaquin - Corridor Project																								
9	10	SJ	99	$ 3,600	$ -	Corridor PAED (EA 0E610)																		
				$ 42,100	$ 36,644	Corridor Project #2 (EA 0E611)	12/15/11	3/27/12	100	7/1/14	1/7/15	100						Caltrans (FY 14-15 Q4)	$ 5,000	$ 5,125	B	$ 31,644	$ 29,523	G
				$ 46,450	$ 40,753	Corridor Project #2 (EA 0E612)	1/25/12	6/27/12	100	7/1/15	10/12/15	100						Caltrans	$ 7,000	$ 6,301	G	$ 31,543	$ 27,008	G
				$ 63,730	$ 12,143	Corridor Project #3 (EA 0E613)	6/27/12	10/11/12	100	10/1/15	12/15/15	100						Caltrans	$ 7,500	$ 6,151	G	$ 29,481	$ 26,352	G
				$ 155,880	$ 89,540	Corridor Summary				10/1/15	10/31/15	100		7/1/17	7/1/16				$ 19,500	$ 17,577	G	$ 92,668	$ 82,883	G
10	03	Sut	99	$ 31,082	$ 19,264	SR 99 / Riego Road Interchange	3/29/12	10/1/12	100	1/1/15	6/30/15	100	☑	1/1/17	7/1/19			Caltrans (FY 14-15 Q3)	$ 3,500	$ 3,463	G	$ 20,062	$ 19,694	G

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	SR99 PROJECT COST ($1,000's) LST QTR	PROJECT DESCRIPTION	ALLOCATION	AWARD	AWARD % COMPLETE	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT	CLOSEOUT COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS EXPENDED)	Appd	Exp		Appd	Exp	
		Milestone Behind Schedule			☑ *Final Delivery Report Complete*		***PE -*** *Plant Establishment*			☒ *Past Due*														
11	03	Sut	99	$ 56,725	$ 53,211	*Sutter 99 Segment 2*	1/13/10	7/14/10	100	12/1/15	5/15/15	100		12/1/17	12/1/17			Caltrans	$ 8,500	$ 8,492	B	$ 43,731	$ 40,999	G
					$ (19,061)	*SHA Loan to SR99 Program**							☒											
				$ 56,725	$ 34,150	*Revised Project Budget*																		
Los Molinos - Staged Construction Project																								
12	02	Teh	99	$ 6,986	$ 4,705	*Stage #1*	1/13/10	5/5/10	100	12/31/12	4/20/11	100												
						Stage #2	1/25/12	5/31/12	100	12/31/12	5/15/13	100						Caltrans	$ 848	$ 268	G	$ 4,723	$ 2,821	G
				$ 588	$ -	*Enhancements*																		
				$ 7,574	$ 4,705	*Corridor Summary*				12/31/12	5/15/13	100	☑	12/31/13	11/14/14									
Goshen to Kingsburg 6-Lane - Corridor Project																								
13	06	Tul	99	$ 101,315	$ 86,545	*Goshen to Kingsburg 6-Lane*	5/20/10	1/4/11	100	8/1/14	10/3/15	100						Caltrans *(FY 14-15 Q4)*	$ 13,000	$ 13,431	B	$ 75,863	$ 74,791	L
				$ 4,944	$ 4,944	*Landscape Mitigation*	6/27/12	10/1/12	100	9/1/19	8/1/18	PE						Caltrans	$ 700	$ 618	G	$ 3,752	$ 2,075	G
				$ 106,259	$ 91,489	*Corridor Summary*				9/1/19	8/1/18			5/1/21	10/1/20				$ 13,700	$ 14,049	B	$ 79,615	$ 76,866	G
SR 99 projects amended into program using project cost/award savings																								
14	03	Sut	99	$ 18,233	$ 16,333	*SR 99/113 Interchange*	6/27/12	10/16/12	100	12/1/14	8/13/14	100	☑	12/1/16	12/2/16			Caltrans	$ 2,500	$ 2,453	G	$ 13,833	$ 16,470	G
15	06	Tul	99	$ 51,107	$ 45,327	*Tulare to Goshen 6 Ln*	6/27/12	12/7/12	100	7/2/15	8/1/15	90		12/31/17	12/31/17			Caltrans *(FY 15-16 Q1)*	$ 6,600	$ 7,535	B	$ 38,727	$ 32,442	L
16	06	Ker	99	$ 29,372	$ 26,622	*South Bakersfield Widening*	6/27/12	10/24/12	100	11/15/14	9/1/14	100	☑	11/15/16	3/1/17			Caltrans	$ 3,800	$ 3,560	G	$ 22,822	$ 20,810	G
17	10	Sta	99	$ 42,849	$ 33,401	*Kiernan IC*	6/27/12	11/27/12	100	9/1/15	4/16/16	85		2/1/16	11/30/17			Sta Cty	$ -	$ -	G	$ 33,401	$ 27,540	G
18	06	Ker	99	$ 11,428	$ 10,228	*North Bakersfield Widening*	10/24/12	2/21/12	100	12/1/13	7/10/14	100	☑	12/1/15	7/1/17			Caltrans	$ 1,700	$ 1,498	G	$ 8,528	$ 7,380	G
19	10	Mer	99	$ 65,880	$ 46,521	*Merced Atwater Expwy Ph 1A*	3/5/13	6/12/13	100	8/1/16	2/1/16	96		12/1/16	7/1/18			MCAG	$ -	$ -	G	$ 46,521	$ 31,718	G
20	03	Sac	99	$ 8,981	$ 5,000	*Elk Grove Blvd SR99 IC*	3/5/13	5/1/13	100	8/1/14	10/16/15	100		12/1/14	9/30/17			Elk Grove	$ -	$ 350	G	$ 6,896	$ 5,974	G
21	03	Sac	99	$ 1,930	$ 1,108	*Elkhorn Blvd IC*	5/7/13	7/1/13	100	12/1/13	4/7/15	100	☒	12/1/14	5/1/17			Sacramento	$ -	$ 356	G	$ 1,330	$ 1,298	L
22	10	Sta	99	$ 59,001	$ 41,630	*Pelandale Ave IC*	10/8/13	2/25/14	100	12/10/16	12/10/16	57		12/1/18	12/1/18			Modesto	$ -	$ -	G	$ 41,630	$ 22,503	B
23	06	Tul	99	$ 36,050	$ 7,000	*Cartmill Interchange*	1/29/14	6/3/14	100	4/1/15	3/28/15	90		7/1/15	7/1/15			Tulare Cty	$ -	$ 3,710	G	$ 28,181	$ 23,531	G
					$ 19,061	*SR99 Bond Program Payback toSHA**																		
			Total Cost	$ 1,293,403	$ 966,977																			

**Section 1B of SR99 reportdetails SR99 Bond Program funding loans*

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2015-16 Second Quarter Proposition 1B Local Bridge Seismic Retrofit Program Project Delivery Report

October 1 – December 31, 2015

Federal Fiscal Year 2016

Quarterly Report to the California Transportation Commission

Local Bridge Seismic Retrofit Program Status

Second Quarter Fiscal Year 2015-16

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 380.

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 $5 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 million, $11.2 million, 7.02 million, and 10.24 million bond funds for Fiscal Years (FYs) 2007-08, 2008-09, 2009-10, 2011-12, 2012-13, 2013-14, 2014-15, and 2015-16 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, $21.65 million of State match funds and $46.01 million of seismic bond funds have been sub-allocated to local agency bridges for a total of $67.66 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 380 bridges in the program, the design phase has been completed on 316 bridges, construction is underway on 23 bridges, and retrofit is complete on 293 bridges.

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

FFY 2016 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 2016.

Local Agency	Br. No.	Project	Milestone
Stanislaus County	38C0048	Geer Road over Tuolumne River	Complete
Modesto	38C0050	Carpenter Road, over Tuolumne River	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)
04	Orinda	28C0331	Bear Creek Road	$11,929	4/30/18	50
08	Barstow	54C0583	Yucca Street	$50,000	9/3/18	0
07	Los Angeles	53C1403	The Old Road	$402,429	10/1/18	50
10	Stanislaus County	38C0004	Hickman Road	$820,105	12/31/18	35
04	Oakland	33C0215	Leimert Boulevard	$557,968	3/27/19	0
04	Concord	28C0442	Marsh Drive	$506,928	4/21/19	0
08	Barstow	54C0089	North 1st Avenue	$82,010	9/1/2019	0
08	San Bernardino	54C0066	Mount Vernon Ave	$3,452,670	1/2/20	30
08	Riverside County	56C0071	Mission Boulevard	$3,670,400	6/15/20	0
04	Sonoma County	20C0018	Bohemian Highway	$2,992,454	5/2/22	0

Program Management

The following table shows the list of LBSRP bridges that are programmed for delivery in FFY 2016. 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 2016 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 2016

District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Funds Sub-Allocated as of 12/31/15	State Funds Sub-Allocated as of 12/31/15
01	Mendocino County	10C0048	Moore Street, over West Branch Russian River	Construction	$221,428		
04	Pittsburg	28C0165	North Parkside Drive, over Willow Pass Road	Construction	$32,690		
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 Con.)	$2,591,212		
04	Sonoma County	20C0155	Wohler Road, over Russian River	Construction (AC Con.)	$481,740		
05	Monterey County	44C0009	Nacimento Lake Drive, over San Antonio River	Construction	$805,194		
05	Monterey County	44C0151	Peach Tree Road, over Pancho Rico Creek	Construction	$215,063		
05	Santa Barbara County	51C0039	Rincon Hill Road, over Rincon Creek	Construction	$607,910		
05	Santa Cruz	36C0108	Murray Avenue, over Woods Lagoon	Construction	$354,308		
05	Solvang	51C0008	Alisal Road, over Santa Ynez River	Construction	$183,930		
07	Los Angeles County	53C0084	Slauson Avenue, over San Gabbriel River	Construction	$140,049		
07	Los Angeles	53C1880	Sixth Street, over Los Angeles River, East Of Santa Ana Freeway	Construction	$3,200,000		
08	Indio	56C0292	North Bond Indio Boulevard, over Whitewater River	Right of Way	$5,735		
10	San Joaquin County	38C0032	Mchenry Avenue, over Stanislaus River	Construction	$238,576		
10	City of Tracy	29C0126	Eleventh Street, over United Pacific Railroad	Construction (AC Con.)	$1,161,370		
			Total		**$10,239,205**		

Programmed Projects that had Advanced Sub-allocation in FFY 2016

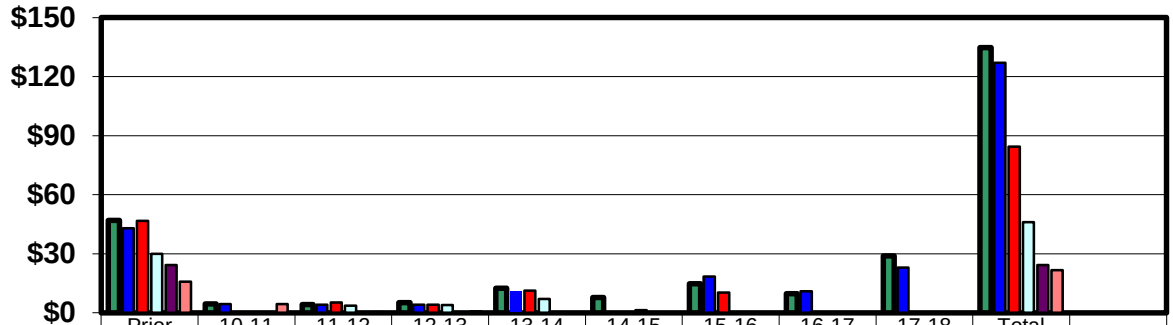
District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Amount Sub-Allocated as of 12/31/15	State Funds Sub-Allocated as of 12/31/15
			Total				

Allocation Summary

	Funds allocated for FY 2015-16	Sub-allocation as of 12/31/2015				Remaining Allocation for FFY 2016
		Projects programmed in FFY 2016		Projects advanced to FFY 2016		
		Number of Projects	Amount	Number of projects	Amount	
Bond	$10,239,205	0	$0	0	$0	$10,239,205
State	$2,645,341*	0	$0	0	$0	$2,645,341
Total	**$12,884,546**	**0**	**$0**	**0**	**$0**	**$12,884,546**

*Remaining state allocation carried over from FY 2008-09

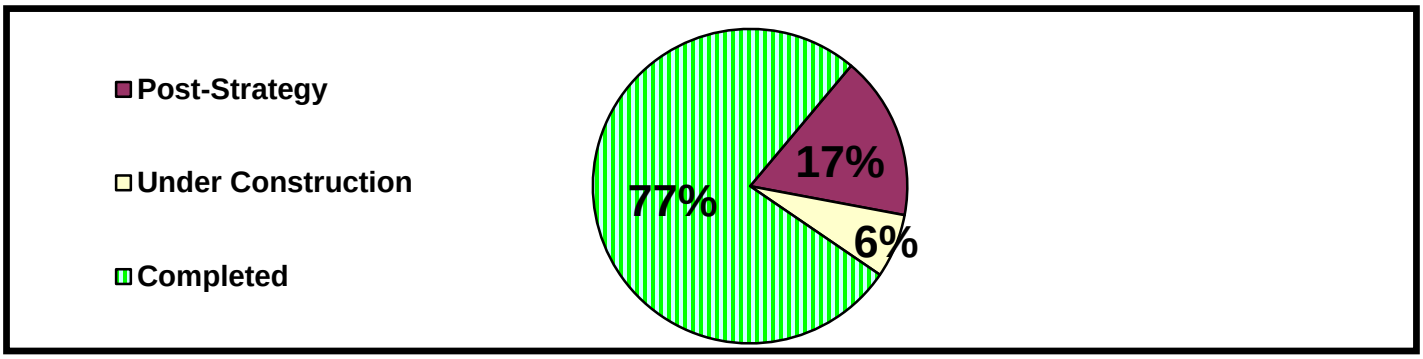
LBSRP Bond and State Capital Allocations (millions)



	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	$18.45	$10.95	$23.00	$127.00
Allocated (Bond)	$46.70	$0.00	$5.20	$4.10	$11.20	$7.02	$10.24			$84.46
Sub-Allocated (Bond)	$29.90	$0.00	$3.70	$4.00	$7.10	$1.31	$0.00			$46.01
Allocated (State)	$24.30	$0.00	$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	$0.14	$0.00			$21.64

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 2018 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	$84.5	$46.01
State RW & Const.	$32.9	$24.3	$21.65
Total	$155.4	$108.8	$67.66
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	7	5	49	61
Department of Water Resources	1	0	0	0	23	23
BART	1	0	0	0	152	152
San Francisco (YBI)		0	8	1	0	9
All Other Agencies	59	0	49	17	69	135
Total	**63**	**0**	**64**	**23**	**293**	**380**
Status per September 30 , 2015 Report	**63**	**0**	**64**	**25**	**291**	**380**
Status per Year-End Report for September 30, 2015	**63**	**0**	**64**	**25**	**291**	**380**

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 others sources	386
386	1		City of Los Angeles	Did not meet award deadline	385
385	1		Monterey County	Will not proceed	384
384	1		City of Oceanside	Funded by other sources	383
383	1		City of Indio	Did not meet award deadline	382
382	1		City of Newport Beach	Funded by other sources	381

Total Bridges in the Program	Number of Bridges Removed	Number of Bridges Added	Responsible Agency	Justification	Remaining Bridges in the Bond Program
381	1		City of San Diego	Funded by other sources	380

380 Bridges Remaining in the Program – 293 Bridges Completed = 87 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		3/25/17	10/28/16	12/21/18	50% Design	☑	☑	⊗
01	Humboldt County	04C0104	Waddington Road	$1,147	$150,000				6/30/16	95% Construction	☑	⊗	⊗
01	Humboldt County	04C0207	Williams Creek Road	$4,588	$140,080					Project Complete	☑	☑	☑
01	Mendocino County	10C0034	Eureka Hill Road	$0	$464,535		12/16/16	12/16/16	12/15/18	82% Design 5% ROW	☑	⊗	⊗
01	Mendocino County	10C0048	Moore Street	$3,939	$221,429		2/16/16	2/16/16	12/16/16	98% Design 91% ROW	☑	⊗	⊗
01	Mendocino County	10C0084	School Way	$0	$482,007				2/15/16	97% 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					Project Complete	☑	☑	☑
02	Tehama County	08C0043	Jellys Ferry Road	$11,000	$974,950		9/1/16	9/1/16	1/30/19	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	☑	☑	☑
04	Alameda County	33C0027	Park Street	$0	$91,211		▲	▲	▲	Project Complete	☑	☑	☑

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◆ Potential schedule impact (late, but within the same Federal Fiscal Year)

Phase Complete ▲ Completed ahead of schedule Behind schedule

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04	Alameda County	33C0147	Fruitvale Avenue	$0	$100,000					Project Complete	☑	☑	☑
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	1/4/16	1/7/19	3/4/19	4/5/21	95% Strategy	☑	☑	⊗
04	Fairfax	27C0144	Creek Road	$0	$173,851		12/31/16	No R/W	4/1/18	63% Design	☑	⊗	⊗
04	Fremont	33C0128	Niles Boulevard	$0	$458,800				3/31/17	10% Construction	☑	☑	⊗
04	Healdsburg	20C0065	Healdsburg Avenue	$0	$244,311				2/18/16	98% Construction	☑	☑	⊗
04	Larkspur	27C0150	Alexander Avenue	$0	$0					Bridge Removed			
04	Oakland	33C0030	Embarcadero Street	$0	$1,742,450				6/30/17	6% Construction	☑	⊗	⊗
04	Oakland	33C0148	23rd Avenue	$108,965	$1,003,625		9/30/16	9/30/16	12/31/17	65% 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	$659,686					Project Complete	☑	☑	☑
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	$113,072					Project Complete	☑	☑	☑
04	Oakland	33C0253	Coliseum Way	$0	$497,029					Project Complete	☑	☑	☑
04	Orinda	28C0330	Miner Road	$3,854	$141,091		6/30/17	5/12/17	3/30/18	80% Design 10% ROW	☑	☑	⊗
04	Orinda	28C0331	Bear Creek Road	$0	$11,929		12/1/17	9/29/17	9/28/18	50% Design	☑	☑	⊗
04	Peninsula Joint Powers Board	34C0051	Quint Street	$0	$0				6/30/16	5% Construction	☑	☑	☑

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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	$57,400		3/25/16		9/30/16	95% 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	$501,754					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	67% Design 65% 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	65% Design 60% 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	66% Design 61% 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	65% Design 60% ROW	☑	⊗	⊗
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	66% Design 61% 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	66% Design 61% 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	66% Design 61% ROW	☑	⊗	⊗

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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	$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		3/14/16	3/30/17	10/13/17	65% Design	☑	☑	⊗
04	Sonoma County	20C0018	Bohemian Highway	$57,028	$2,992,454		2/1/20	12/1/21	10/15/23	5% Design	☑	☑	⊗
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				10/13/17	Waiting Award	☑	☑	⊗
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		2/1/18	12/5/17	10/15/19	80% Design 50% ROW	☑	☑	⊗
04	Sonoma County	20C0407	West Dry Creek Road	$0	$0					Bridge Removed			

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04	Union City	33C0111	Decoto Road	$0	$522,223					Project Complete	☑	☑	☑
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		3/31/16	3/31/16	12/31/16	93% Design 73% ROW	☑	⊗	⊗
05	Monterey County	44C0099	Boronda Road	$24,087	$508,121					Bridge Removed			
05	Monterey County	44C0115	Schulte Road	$0	$508,121		▲			Project Complete	☑	☑	☑
05	Monterey County	44C0151	Peach Tree Road	$5,735	$215,063		3/31/16	2/19/16	10/18/16	99% Design 86% ROW	☑	⊗	⊗
05	Monterey County	44C0158	Lonoak Road	$0	$233,250					Project Complete	☑	☑	☑
05	Montery County	44C0042	Union Pacific Railroad & Amtrak	$0	$0					Bridge Removed			
05	San Benito County	43C0027	Panoche Road	$0	$7,433		3/15/16	8/30/16	12/30/17	85% 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			
05	Santa Barbara County	51C0001	Cathedral Oaks Road	$0	$229,400				2/29/16	95% Construction	☑	⊗	⊗
05	Santa Barbara County	51C0002	San Marcos Road	$0	$109,874					Project Complete	☑	☑	☑
05	Santa Barbara County	51C0006	Floradale Avenue	$29,822	$1,243,578		9/30/16	6/30/17	11/15/19	98% Design	☑	☑	⊗
05	Santa Barbara County	51C0014	Jalama Road	$0	$73,497		▲		▲	Project Complete	☑	☑	☑

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05	Santa Barbara County	51C0016	Jalama Road	$0	$55,842		▲		▲	Project Complete	☑	☑	☑
05	Santa Barbara County	51C0017	Jalama Road	$9,176	$244,175				12/31/17	85% 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	$71,841				6/30/16	15% Construction	☑	☑	⊗
05	Santa Barbara County	51C0173	Santa Rosa Road	$4,553	$166,734					Project Complete	☑	☑	☑
05	Santa Cruz	36C0103	Soquel Drive	$0	$24,380					Project Complete	☑	☑	☑
05	Santa Cruz	36C0108	Murray Avenue	$38,540	$1,065,678		8/31/16	11/30/16	4/30/19	95% Design 85% ROW	☑	⊗	⊗
05	Solvang	51C0008	Alisal Road	$179	$183,930		1/29/16	No R/W	12/23/16	99% Design	☑	⊗	⊗
06	Bakersfield	50C0021L	Manor Street North Bound	$0	$298,220		11/24/16	No R/W	6/8/18	Design Phase Started	☑	☑	⊗
06	Bakersfield	50C0021R	Manor Street South Bound	$0	$298,220		11/24/16	No R/W	6/8/18	Design Phase Started	☑	☑	⊗
06	Department of Water Resources	42C0140	West Shields Avenue	$0	$34,500					Project Complete	☑	☑	☑
06	Department of Water Resources	42C0141	North Russell Avenue	$0	$59,000					Project Complete	☑	☑	☑
06	Department of Water Resources	42C0143	West Nees Avenue	$0	$57,000					Project Complete	☑	☑	☑
06	Department of Water Resources	42C0156	West Jayne Avenue	$0	$27,500					Project Complete	☑	☑	☑
06	Department of Water Resources	42C0159	West Mount Whitney Avenue	$0	$23,000					Project Complete	☑	☑	☑
06	Department of Water Resources	42C0173	West Manning Avenue	$0	$21,500					Project Complete	☑	☑	☑

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06	Department of Water Resources	42C0245	West Panoche Road	$0	$19,500					Project Complete	☑	☑	☑
06	Department of Water Resources	42C0370	West Clarkson Avenue	$0	$28,000					Project Complete	☑	☑	☑
06	Department of Water Resources	42C0371	South El Dorado Avenue	$0	$26,000					Project Complete	☑	☑	☑
06	Department of Water Resources	42C0425	West Gale Avenue	$0	$29,000					Project Complete	☑	☑	☑
06	Department of Water Resources	45C0071	Avenal Cutoff	$0	$27,000					Project Complete	☑	☑	☑
06	Department of Water Resources	45C0123	Plymouth Avenue	$0	$31,000					Project Complete	☑	☑	☑
06	Department of Water Resources	45C0124	30th Avenue	$0	$33,500					Project Complete	☑	☑	☑
06	Department of Water Resources	45C0125	Quail Avenue	$0	$32,500					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	$37,000					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	$498,711					Project Complete	☑	☑	☑
07	Los Angeles	53C0045	Beverly-First Street	$0	$848,780		3/31/16	No R/W	2/28/19	97% Design 97% 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				7/30/17	62% Construction	☑	☑	⊗
07	Los Angeles	53C0884	Ocean Boulevard	$0	$0					Bridge Removed			

☑ No known scope, budget, or schedule impacts ⊗ Known scope, budget, or schedule impact
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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
07	Los Angeles	53C1010	North Main Street	$0	$965,295					Project Complete	☑	☑	☑
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					Project Complete	☑	☑	☑
07	Los Angeles	53C1880	Sixth Street	$0	$29,163,220		9/30/16	9/30/16	9/30/19	88% Design 88% ROW 5% Construction	☑	⊗	⊗
07	Los Angeles	53C1881	Hyperion Avenue	$0	$1,220,371		6/30/17	3/31/17	9/30/21	73% Design	☑	⊗	⊗
07	Los Angeles	53C1882	Hyperion Avenue	$0	$290,191		6/30/17	No R/W	9/30/21	73% Design	☑	☑	⊗
07	Los Angeles	53C1883	Glendale Boulevard	$0	$114,700		6/30/17	3/31/17	9/30/21	73% Design	☑	☑	⊗
07	Los Angeles	53C1884	Glendale Boulevard	$0	$114,700		6/30/17	3/30/17	9/30/21	73% 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				6/30/16	68% Construction	☑	☑	☑
07	Los Angeles County	53C0082	Washington Boulevard	$0	$12,815			▲	▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0084	Slauson Avenue	$0	$128,805				7/31/18	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	☑	☑	☑

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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
07	Los Angeles County	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		▲		3/31/16	60% 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
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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
07	Los Angeles County	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	▲	4/30/18	5/31/18	9/30/20	56% 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	☑	⊗	⊗

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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
08	Barstow	54C0089	North 1st Avenue	$0	$82,010	1/2/17	7/5/19	7/5/19	3/5/21	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		12/31/16	No R/W	12/31/18	90% Design	☑	☑	⊗
08	Colton	54C0078	La Cadena Drive	$0	$13,092				3/31/16	25% Construction	☑	☑	⊗
08	Colton	54C0079	La Cadena Drive	$0	$23,820				3/31/16	60% Construction	☑	⊗	⊗
08	Colton	54C0100	Mount Vernon Avenue	$0	$71,285		12/30/17	No R/W	12/31/18	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	$7,527				4/30/16	Waiting Award	☑	☑	⊗
08	Colton	54C0384	C Street	$0	$13,639				5/31/16	Waiting Award	☑	☑	⊗
08	Colton	54C0599	Rancho Avenue	$0	$35,367			No R/W	3/31/16	75% Construction	☑	⊗	⊗
08	Department of Water Resources	54C0449	Ranchero Street	$0	$150,000					Project Complete	☑	☑	☑
08	Department of Water Resources	54C0451	Mesquite Street	$0	$41,000					Project Complete	☑	☑	☑
08	Department of Water Resources	54C0452	Maple Avenue	$0	$120,000					Project Complete	☑	☑	☑
08	Department of Water Resources	54C0495	Goodwin Drive	$0	$27,000					Project Complete	☑	☑	☑
08	Department of Water Resources	54C0496	Duncan Road	$0	$29,000					Project Complete	☑	☑	☑
08	Grand Terrace	54C0379	Barton Road	$0	$52,188				12/30/17	Waiting Award	☑	☑	⊗
08	Indio	56C0084	Jackson Street	$0	$277,777			2/29/16	12/30/16	95% ROW	☑	⊗	⊗
08	Indio	56C0283	S/B Indio Blvd.	$0	$0					Bridge Removed			
08	Indio	56C0291	Jackson Street	$0	$237,795					Project Complete	☑	☑	☑
08	Indio	56C0292	North Bound Indio Boulevard	$5,735	$241,868		2/29/16	4/30/16	6/30/17	95% Design 90% ROW	☑	⊗	⊗

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Local Bridge Seismic Retrofit Program Delivery Report

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08	Lake Elsinore	56C0309	Auto Center Drive	$0	$49,206	2/28/17	12/31/17	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	7/15/18	4/15/20	4/15/20	11/25/22	24% Strategy	☑	☑	⊗
08	San Bernardino	54C0066	Mount Vernon Avenue	$0	$3,452,670		6/9/18	2/9/19	12/31/21	30% Design	☑	☑	⊗
10	Department of Water Resources	39C0250	Mccabe Road	$0	$19,000					Project Complete	☑	☑	☑
10	Department of Water Resources	39C0252	Butts Road	$0	$28,000					Project Complete	☑	☑	☑
10	Department of Water Resources	39C0314	Mervel Avenue	$0	$44,000					Project Complete	☑	☑	☑
10	Merced County	39C0339	Canal School Road	$0	$0					Bridge Removed			
10	Modesto	38C0050	Carpenter Road	$0	$1,187,886					Project Complete	☑	☑	☑
10	San Joaquin County	29C0187	Airport Way	$0	$420,730				▲	Project Complete	☑	☑	☑
10	San Joaquin County	38C0032	Mchenry Avenue	$0	$238,576		7/1/16	12/1/16	7/1/20	95% Design 90% ROW	☑	☑	⊗
10	Stanislaus County	38C0003	Santa Fe Avenue	$0	$536,796		6/30/16		12/31/16	90% Design	☑	☑	⊗
10	Stanislaus County	38C0004	Hickman Road	$0	$820,105		9/30/17	9/30/17	12/31/19	35% Design	☑	☑	⊗
10	Stanislaus County	38C0010	Crows Landing	$0	$745,550		9/30/16	No R/W	10/31/17	65% Design	☑	☑	⊗
10	Stanislaus County	38C0048	Geer Road	$0	$141,655					Project Complete	☑	☑	☑
10	Stanislaus County	38C0202	Pete Miller Road	$0	$44,733				1/31/16	Waiting Award	☑	☑	⊗
10	Stanislaus County	39C0001	River Road	$0	$670,995		6/1/16	6/1/16	3/1/17	50% Design	☑	☑	⊗
10	Tracy	29C0126	Eleventh Street	$0	$2,278,743				12/30/17	15% Construction	☑	⊗	⊗

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11	Del Mar	57C0207	North Torrey Pines Road	$0	$2,679,446				▲	Project Complete	☑	☑	☑
11	Imperial County	58C0014	Forrester Road	$28,675	$725,569		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		3/1/17	3/1/16	2/1/18	20% Design	☑	⊗	⊗
11	Oceanside	57C0322	Hill Street	$0	$0					Bridge Removed			
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					Bridge Removed			
11	Santee	57C0398	Carlton Oaks Drive	$0	$46,000		8/31/16	No R/W	1/31/17	9% Design	☑	⊗	⊗
12	Newport Beach	55C0015	Park Avenue	$0	$0					Bridge Removed			
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	**$1,815,421**	**$125,131,202**								

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CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2015-16
2nd Quarter Report
State-Local Partnership Program

Quarterly Report to the

California Transportation Commission

State-Local Partnership Program
Progress Report

SUMMARY:

This report covers the first quarter of the State Fiscal Year (FY) 2015-16 for the State-Local Partnership Program (SLPP). There were 279 projects with a total value of $980.992 million (M) in SLPP funds that were approved by the California Transportation Commission (Commission) for this program. All $980.992M has been allocated. Three of these projects have been removed by the respective agencies; the remaining 276 projects total $979,561M in SLPP funds. There are 257 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 52 projects still in construction and 160 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, eight projects were allocated for formula share funding totaling $72.6M in SLPP bond funds. Two of these projects had an approved Letter of No Prejudice (LONP) prior to allocation and five of these projects have completed construction.

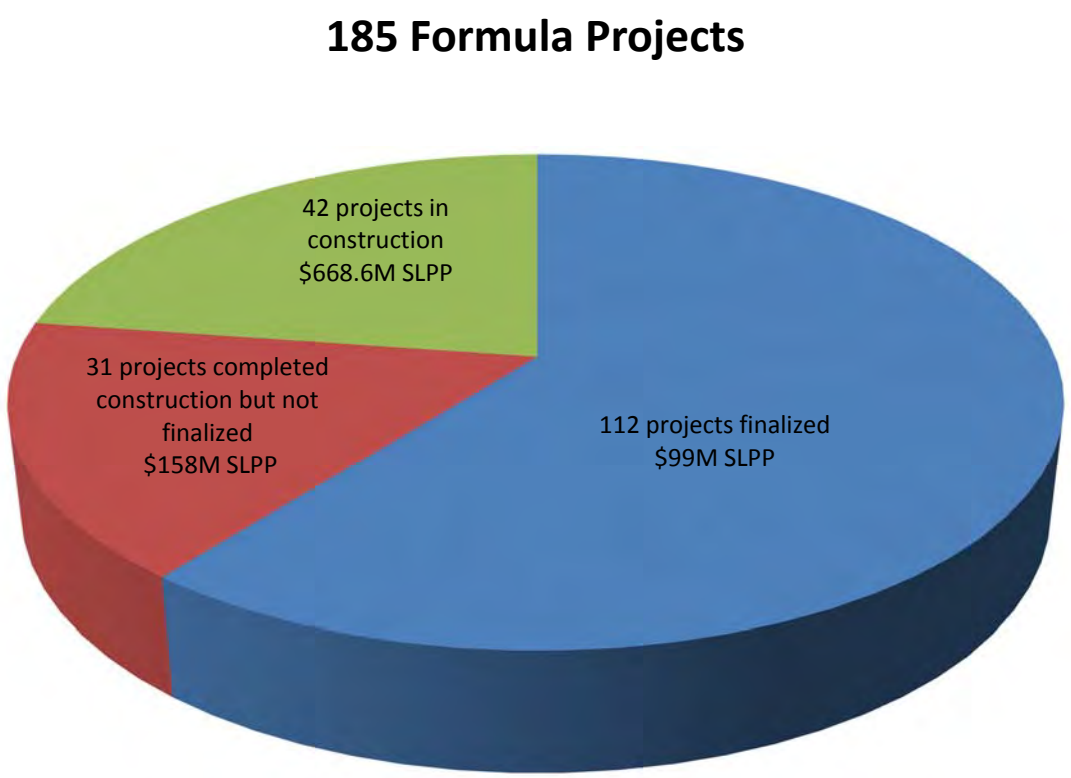
- Cycle 2: In FY 2009-10, 16 projects were allocated for formula share funding totaling $126.4M in SLPP funds. Five projects had an approved LONP prior to allocation and 11 of these projects are complete with construction.

- Cycle 3: In FY 2010-11, 11 projects were allocated for formula share funding totaling $100.3M in SLPP funds. Three of these projects had an approved LONP prior to allocation and eight of these projects are complete with construction.

- Cycle 4: In FY 2011-12, 20 projects were allocated for formula share funding, one of these projects was later removed from the program. The 19 remaining projects total $119.2M in SLPP funds. Five of these projects had an approved LONP prior to allocation and 10 of these projects are complete with construction.

- Cycle 5: In FY 2012-13, there were 149 projects allocated for formula share funding, one of these projects was later removed from the program. The remaining 148 projects total $511.2M in SLPP funding and 116 of these projects are complete with 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, 11 projects were programmed for competitive share funding totaling $8.6M in programmed SLPP bond funds. That amount was reduced to $7.6M after bid savings were accounted for on the completed projects. One project had an approved LONP prior to allocation and all 11 of these projects are complete with construction.

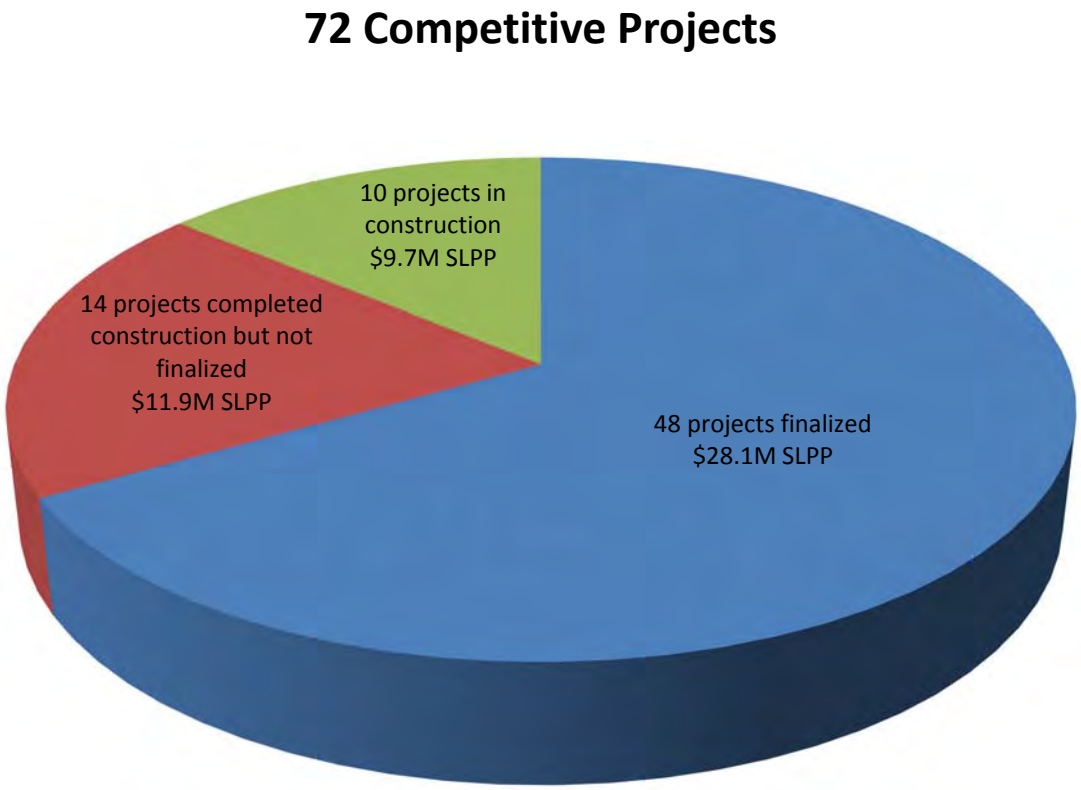
- Cycle 2: In FY 2009-10, 13 projects were allocated for competitive share funding totaling $9M in SLPP bond funds. That amount was reduced to $7.8M after bid savings were accounted for on the completed projects. Five of these projects had an approved LONP prior to allocation and all 13 of these projects are complete with construction.

- Cycle 3: In FY 2010-11, 13 projects were allocated for competitive share funding totaling $8.4M in SLPP bond funds. That amount was reduced to $8.3M after bid savings were accounted for on completed projects. Three of these projects had an approved LONP prior to allocation and 12 of these projects are complete with construction.

- Cycle 4: In FY 2011-12, Ten projects were allocated for competitive share funding, totaling $8.2M in SLPP bond funds. Eight of these projects are complete with construction.

- Cycle 5: In FY 2012-13, 28 projects were allocated for competitive share funding; one of these projects was later removed from the program. The remaining 27 projects total $18M in SLPP bond funds. 18 of these projects are complete with 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 257 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.

REMOVED PROJECTS:

Three projects were removed from the program after allocation. They are no longer shown in the project totals.

Three Projects Removed from the SLPP Program After Allocation

Formula (F) Or Competitive (C)	DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION
F	1	MEN	City of Point Arena	7687	Port & Windy Hollow Rd Rehab (5)	$11	4/2014	6/2013
C	6	FRE	City of Fresno	7669	Friant Rd Widening at Shepherd Ave (5)	$145	10/2013	6/2013
F	12	ORA	City of Mission Viejo	7508	La Paz Bridge & Road Widening (4)	$1,275	11/2013	5/2012
Total SLPP Funds X $1,000						**$1,431**		

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	3	SAC	Sacramento County	7536	Hwy 50 / Watt Ave (5)	$38,750	$30,448	$8,586	9/2012	4/2012	99%		X		●	●	●
2	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		●	●	●
3	3	SAC	City of Sacramento	7558	Cosumnes River Blvd / I-5 Interchange (5)	$82,917	$70,056	$7,691	1/2013	12/2012	96%		X		●	●	●
4	3	SAC	Caltrans		Sac 50 – HOV (1)	$128,536	$100,736	$7,214	10/2009	6/2009	100%	5/2013	X		●	●	●
5	4	ALA	Alameda Cty Transit	7502	Bus Procurement Program (2,5)	$52,434	$52,434	$21,007	4/2012	10/2011 9/2012	99%		X		●	●	●
6	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	94%		X		●	●	●
7	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%	9/2015	X		●	●	●
8	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	98%		X		●	●	●
9	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	78%		X		●	●	●
10	4	CC	Contra Costa Transp Auth		SR 4 East Widening Segment 3B (5)	$88,161	$76,740	$5,868	10/2012	8/2012	95%		X		●	●	●
11	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	85%		X		●	●	●
12	4	SF	Caltrans	7698	Doyle Drive (5) P3 project	$849,169	$605,799	$19,366	1/2011	6/2013	90%		X		●	◆	●
13	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	60%		X		●	●	●
14	4	Vari	Peninsula Cnty Jnt Pwrs Brd	7671	Signal System Rehab (5)	$2,600	$2,600	$233	3/2013	3/2013	100%	9/2015	X		●	●	●
15	4	SM	SamTrans	7655	Replacement Gillig Buses (5)	$35,630	$34,279	$5,505	1/2013	12/2012	100%	3/2015	X		●	●	●
16	4	SM	Sam Trans	7694	Communications System Upgrade (5)	$13,400	$13,400	$101	82013	5/2013	100%	8/2015	X		●	●	●
17	4	SM	City of E Palo Alto	7638	Street Resurfacing (5)	$1,090	$990	$495	2/2014	5/2013	100%	5/2015	X		●	●	●
18	4	SM	City of San Bruno	7637	Road Rehab (5)	$1,287	$1,247	$431	5/2013	5/2013	100%	7/2014	X		●	●	●
19	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		●	●	●
20	4	SON	Caltrans		101 – Airport OC and I/C (4,5)	$49,208	$33,400	$3,693	10/2012	4/2012 9/2012	100%	8/2015	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	SON	Caltrans		101 – Petaluma River Bridge (4)	$127,347	$77,000	$1,865	10/2012	5/2012	91%		X		●	●	●
22	4	SON	Caltrans	7697	101 – Old Redwood Hwy OC & IC (5)	$41,388	$26,798	$4,610	2/2013	9/2012	95%		X		●	●	●
23	5	SCR	Santa Cruz Metro Transit District	7557	Metro Base Consolidated Facility (5)	$74,824	$63,376	$5,812	12/2012	8/2012	96%		X		●	●	●
24	6	FRE	Caltrans	7696	Kings Canyon Expressway Seg 2 (5)	$43,600	$23,000	$11,500	6/2013	1/2013	100%	10/2014	X		●	●	●
25	6	FRE	City of Fresno	7668	Peach Ave -Kings Canyon Rd to Belmont (5)	$12,311	$7,300	$3,650	6/2013	1/2013	100%	5/2015	X		●	●	●
26	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		●	●	●
27	6	FRE	City of Fresno	7675	Herndon EB Widening (5)	$2,044	$1,715	$818	10/2013	6/2013	100%	8/2014	X		●	●	●
28	6	FRE	City of Fresno	7685	180 West Frontage Road (5)	$7,519	$4,426	$2,213	11/2013	6/2013	100%	9/2015	X		●	●	●
29	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		●	●	●
30	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		●	●	●
31	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	100%	6/2015	X		●	●	●
32	7	LA	LA County Metropolitan Transp Auth	7555	Transit Bus Acquisition (5)	$297,070	$297,070	$36,250	1/2013	8/2012	97%		X		●	●	●
33	7	LA	LA County Metropolitan Transp Auth	7664	Exposition Light Rail (5)	$110,315	$101,930	$28,259	6/2013	3/2013	94%		X		●	●	●
34	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	29%		X		●	●	●
35	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	86%		X		●	●	●
36	7	LA	Caltrans		I-5 N. Carpool Lanes SR 118-170 (1)	$236,001	$136,075	$25,075	5/2010	5/2009	99%		X		●	●	●
37	7	LA	Caltrans	7484	I-5 Carmenita Interchange (2)	$395,167	$171,930	$14,925	7/2011	6/2010	78%		X		●	◆	●
38	7	LA	Caltrans		I-5 HOV Empire Ave I/C (4)	$341,859	$195,787	$13,061	10/2012	5/2012	35%		X		●	●	●
39	8	RIV	City of Corona	7546	Foothill Parkway Westerly Extension (5)	$23,500	$23,500	$7,000	12/2013	3/2013	40%		X		●	●	●
40	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	100%	10/2015	X		●	●	●
41	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	100%	12/2015	X		●	●	●
42	8	RIV	Riverside Cnty	7652	Fred Waring Drive Widening (5)	$9,432	$8,000	$4,000	11/2013	6/2013	99%		X		●	●	●

Formula Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
43	8	RIV	Riverside Cnty	7653	Rte 91 Corridor Improvement (5)	$1,344,829	$942,109	$37,173	5/2013	3/2013	54%		X		●	●	●
44	8	SBD	SANBAG	7538	I-15 / Ranchero Rd Interchange (4)	$57,622	$44,221	$4,550	11/2012	5/2012	100%	5/2015	X		●	●	●
45	8	SBD	SANBAG	7681	Downtown Passenger Rail Project (5)	$92,757	$66,347	$10,921	12/2013	6/2013	44%		X		●	●	●
46	8	SBD	Town of Apple Valley	7682	Yucca Loma Bridge and Yates Road (5)	$42,525	$41,762	$9,712	12/2013	6/2013	97%		X		●	●	●
47	8	SBD	City of Ontario	7688	South Milliken Avenue RR Grade Sep (5)	$82,016	$71,300	$7,210	12/2013	6/2013	43%		X		●	●	●
48	8	SBD	City of Ontario	7691	Vineyard Avenue RR Grade Sep (5)	$55,195	$50,800	$19,490	12/2013	6/2013	86%		X		●	●	●
49	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		●	●	●
50	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		●	●	●
51	10	SJ	City of Stockton	7533	I-5 French Camp Road I/C (4)	$50,644	$31,100	$3,800	9/2012	4/2012	100%	4/2015	X		●	●	●
52	10	SJ	Caltrans		Rte 99 South Stockton 6 Lane (5)	$214,458	$113,958	$16,065	10/2012	6/2012 1/2013	74%		X		●	●	●
53	11	IMP	City of Imperial	7564	South N Street Reconstruction (5)	$768	$768	$384	9/2013	3/2013	100%	8/2014	X		●	●	●
54	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%	3/2015	X		●	●	●
55	11	SD	San Diego Assoc of Gov	7513	Blue Line Crossovers and Signals (4)	$43,393	$38,479	$10,200	4/2011	10/2011	99%		X		◆	◆	◆
56	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	93%		X		●	●	●
57	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		◆	◆	◆
58	11	SD	Caltrans		I-805 HOV Managed Lanes – North (4)	$163,000	$127,305	$1,358	4/2012	10/2011	91%		X		●	●	●
59	11	SD	Caltrans	7699	I-5 Genessee Avenue Interchange (5)	$83,944	$64,857	$8,000	12/2014	5/2013	32%		X		●	●	●
60	12	ORA	Orange County	7504	Cow Camp Rd (5)	$39,900	$37,900	$4,160	6/2013	5/2013	98%		X		●	●	●
61	12	ORA	Orange County	7543	La Pata Avenue (5)	$57,220	$45,220	$5,110	12/2013	6/2013	84%		X		●	●	●
62	12	ORA	City of Anaheim	7505	Brookhurst St Widening (5)	$8,961	$8,961	$3,393	6/2013	5/2013	100%	6/2015	X		●	●	●
63	12	ORA	City of Costa Mesa	7507	Harbor Blvd & Adams Ave (5)	$4,779	$3,914	$1,482	11/2013	5/2013	100%	10/2015	X		●	●	●
64	12	ORA	City of Cypress	7568	Cerritos Avenue Widening (5)	$439	$378	$168	5/2013	3/2013	95%		X		●	●	●
65	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		●	●	●
66	12	ORA	City of Laguna Beach	7611	Trolley Bus Acquisition (5)	$636	$636	$318	6/2013	1/2013	100%	3/2014	X		●	●	●

Formula Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST/ AWARD DATE	DATE OF ALLOCATION	CONSTRUCTION % COMPLETE	DATE CONSTRUCTION COMPLETED	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	SCOPE	BUDGET	SCHEDULE
67	12	ORA	City of Laguna Woods	7616	El Toro Rd Reconstruction (5)	$591	$591	$293	8/2013	3/2013	100%	8/2014	X		●	●	●
68	12	ORA	City of Mission Viejo	7503	Oso Parkway Widening (5)	$5,579	$3,180	$1,204	5/2014	5/2013	100%	10/2015	X		●	●	●
69	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		●	●	●
70	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		●	●	●
71	12	ORA	City of Villa Park	7594	Street Rehab (5)	$651	$651	$125	10/2013	6/2013	100%	4/2014	X		●	●	●
72	12	ORA	Caltrans	7700	I-5 HOV Pac Coast Hwy-San Juan Clark (5)	$63,093	$49,272	$20,789	12/2013	6/2013	61%		X		●	●	●
73	12	ORA	Caltrans	7701	SR 91 Aux Lane / Tustin Ave - SR 55 IC (5)	$41,930	$28,000	$14,000	10/2013	6/2013	84%		X		●	●	●
Totals						$10.7B	$8.5B	$826.6M									

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is unavailable or needs further action. See Corrective Actions.

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
74	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
75	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
76	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
77	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
78	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
79	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
80	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
81	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
82	4	CC	City of El Cerrito	2013 Street Improvement Program (5) 7693	$832	$817.4	$751	$738.4	$354	$354			6/2013	10/09/13	9/30/14
83	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
84	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
85	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
86	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
87	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
88	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
89	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
90	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
91	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
92	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
93	4	SM	City of San Mateo	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
94	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
95	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
96	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
97	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
98	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
99	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
100	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
101	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
102	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
103	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
104	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
105	5	SB	City of Santa Maria	Union Valley Parkway Arterial Ph III (5) 7510	$5,039	$4,078.3	$5,039	$4,078.3	$2,163	$2,040		$123	12/2012	2/15/13	1/02/14
106	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
107	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
108	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
109	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
110	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
111	6	FRE	City of Clovis	Temperance, Enterprise Canal-Shepherd (5) 7680	$1,594	$2,015.1	$1,594	$2,015.1	$728	$728			6/2013	12/09/13	6/15/15
112	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
113	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
114	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
115	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
116	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
117	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
118	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
119	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
120	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
121	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
122	8	RIV	City of Indian Wells	Highway 111 Improvements (5) 7556	$3,100	$3,008	$3,100	$3,008	$1,550	$1,505		$45	3/2013	4/14/13	5/15/14
123	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
124	8	RIV	City of Indio	Varner Road at Jefferson Street (5) 7545	$4,500	$1,837.1	$4,500	$1,837.1	$2,250	$882		$1,368	6/2013	11/06/13	11/03/14]
125	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
126	8	SBD	San Bernardino County	Maple Lane Drainage and Slope Improvements (5) 7658	$2,892	$2,094	$2,604	$1,844.8	$1,302	$923		$379	3/2013	8/20/13	9/19/14
127	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
128	8	SBD	City of Twentynine Palms	National Park Drive Improvements Ph 2 (5) 7659	$850	$1,079.7	$800	$1,044.7	$400	$400			1/2013	5/28/13	7/22/14
129	10	SJ	City of Stockton	Grade Separating Lower Sacramento Rd & UPRR Tracks (2) 7448	$34,000	$22,566.7	$30,040	$18,606.6	$5,100	$5,100			4/2010	10/19/10	3/10/14

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	11	IMP	Imperial County	Willoughby Road (5) 7560	$1,300	$1,013.1	$1,300	$1,013.1	$650	$425		$225	3/2013	8/13/13	4/15/14
131	11	IMP	Imperial County	Dogwod Road Resurface (5) 7561	$1,802	$1,345.3	$1,802	$1,345.3	$901	$575		$326	3/2013	8/13/13	6/20/14
132	11	IMP	City of Brawley	Eastern Ave Rehab (5) 7550	$1,250	$1,289.2	$1,250	$1,289.2	$625	$625			3/2013	6/18/13	10/29/14
133	11	IMP	City of Calexico	Downtown Repaving (5) 7562	$800	$662.7	$800	$662.7	$400	$332		$68	3/2013	3/28/14	1/20/15
134	11	IMP	City of Calexico	5th Street Repaving (5) 7563	$1,030	$599.5	$1,030	$599.5	$515	$300		$215	3/2013	3/28/14	1/20/15
135	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
136	11	IMP	City of El Centro	FY 2013 Streets Rehab Project	$2,073	$2,206.2	$2,073	$2,206.2	$1,036	$1,036			3/2013	9/03/13	9/26/14
137	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
138	11	IMP	City of Westmorland	6th Street and G Street Improvements (5) 7554	$136	$149.5	$136	$149.5	$68	$68			3/2013	8/7/13	3/27/14
139	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
140	12	ORA	Orange County	Dale Street Reconstruction (5) 7610	$261	$257	$214	218.2	$107	$107			3/2013	5/21/13	10/10/13
141	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
142	12	ORA	Orange County	Moulton Parkway Smart Street Seg 3- Phase II (5) 7608	$6,844	$9,489.7	$6,844	$9,489.7	$3,422	$3,422			6/2012	12/4/12	10/2/14
143	12	ORA	Orange County	Skyline Drive Reconstruction (5) 7609	$580	$657.6	$504	$606.5	$252	$252			3/2013	8/09/13	12/03/13
144	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
145	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
146	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
147	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
148	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
149	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
150	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
151	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
152	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
153	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
154	12	ORA	City of Costa Mesa	Redhill Avenue Rehab (5) 7567	$1,901	$1,844.0	$1,901	$1,844.0	$922	$922			1/2013	6/10/13	7/15/14
155	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
156	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
157	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
158	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

Formula Projects - Completed

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159	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
160	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
161	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
162	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
163	12	ORA	City of Laguna Hills	El Toro Road Rehab (5) 7598	$1,280	$1,047.7	$1,280	$1,047.7	$343	$343			1/2013	6/25/13	12/09/14
164	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
165	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
166	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
167	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
168	12	ORA	City of LosAlamitos	Business Area Street Improvement (5) 7617	$636	$627.5	$636	$627.5	$318	$314		$4	3/2013	5/21/13	9/06/13
169	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
170	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
171	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
172	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
173	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
174	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
175	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
176	12	ORA	City of San Clemente	Camino De Los Mares Rehab (5) 7602	$1,400	$941.2	$1,400	$941.2	$318	$318			3/2013	8/20/13	4/15/14
177	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
178	12	ORA	City of Santa Ana	Broadway & McFadden Rehab (5) 7601	$3,765	$3,932.7	$3,765	$3,932.7	$1,551	$1,551			3/2013	8/05/13	11/24/14
179	12	ORA	City of Seal Beach	Arterial and Local Street Rehab (5) 7596	$655	$682.3	$655	$682.3	$318	$318			3/2013	6/13/13	8/12/13
180	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
181	12	ORA	City of Tustin	Irvine Blvd & McFadden Ave Rehab (5) 7586	$913	$920.7	$913	$920.7	$358	$358			3/2013	8/20/13	9/02/14
182	12	ORA	City of Tustin	Newport Ave Bicycle Trail (5) 7587	$450	$690	$$400	$628.6	$200	$200			3/2013	8/20/13	7/15/14
183	12	ORA	City of Tustin	Enderle Cntr & Vandenberg Intersection (5) 7588	$145	$231.2	$70	$192.1	$35	$35			3/2013	8/20/13	9/02/14
184	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

Formula Projects - Completed

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185	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					$294M	$267M	$283M	$257M	$103M	$99M	$22K	$4.5M			

SLPP Corrective Actions – Formula Projects

Project 12: Doyle Drive
Project is shown as a budget risk. There are outstanding claims on this project that will require supplemental funds. It is anticipated that SHOPP funds will be allocated to this project at the March 2016 Commission meeting.

Project 37: 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. The new funding agreement is expected to be approved by the end of February 2016.

Project 55: Blue Line Crossovers and Signals
The current status is unknown, the agency did not report quarterly update.

Project 57: Blue Line Traction and Power Substations
The current status is unknown, the agency did not report quarterly update.

SLPP Updates – Formula Projects

Project 4: 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
186	3	ED	El Dorado Cnty	7527	Pleasant Valley Rd/ Patterson Dr. (4)	$4,107	$2,442	$600	10/2013	6/2013	100%	4/2015	X		●	●	●
187	3	ED	El Dorado Cnty	7526	Silva Valley Parkway / US 50 IC (4)	$52,323	$38,200	$1,000	9/2013	1/2013	75%		X		●	●	●
188	3	PLA	Placer County	7621	Kings Beach Commercial Core Imp (5)	$45,875	$33,025	$1,000	12/2013	6/2013	95%		X		●	●	●
189	3	PLA	Placer County	7619	Auburn / Folsom Rd Widen, North Ph (5)	$7,770	$6,670	$1,000	9/2013	6/2013	98%		X		●	●	●
190	3	PLA	City of Lincoln	7620	Nelson Lane Improvements (5)	$1,400	$1,200	$600	4/2014	6/2013	100%	3/2015	X		●	●	●
191	3	SAC	Sac RT	7674	Cosumnes River College Transit Station (5)	$89,822	$89,822	$1,000	7/2013	5/2013	98%		X		●	●	●
192	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		●	●	●
193	5	SLO	San Luis Obispo County	7423	Willow Rd Extension - Phase II (2)	$17,932	$17,932	$1,000	3/2011	1/2011	100%	10/2015	X		●	●	●
194	5	SLO	San Luis Obispo County	7623	Willow Rd Extension Mitigation (5)	$750	$750	$375	3/2013	3/2013	90%		X		●	●	●
195	6	FRE	City of Fresno	7672	Audobon/Cole Traffic Signal (5)	$377	$362	$181	4/2014	6/2013	100%	7/2015	X		●	●	●
196	6	FRE	City of Fresno	7670	Traffic Signal at Shields / Temperance (5)	$445	$430	$215	6/2014	6/2013	100%	3/2015	X		●	●	●
197	7	LA	City of Lancaster	7665	25th Street East Alignment (5)	$722	$722	$361	12/2013	6/2013	94%		X		●	●	●
198	8	RIV	City of Moreno Valley	7518	SR 60 / Nason St OC (4)	$17,130	$15,030	$1,000	9/2012	5/2012	100%	5/2015	X		●	●	●
199	8	RIV	City of Moreno Valley	7679	Perris Blvd Improvements (5)	$6,000	$6,000	$1,000	5/2014	6/2013	100%	12/2015	X		●	●	●
200	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	100%	10/2015	X		●	●	●
201	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	99%		X		●	●	●
202	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	100%	12/2015	X		●	●	●
203	8	SBD	City of Highland	7632	Greenspot Rd Bridge at Santa Ana River (5)	$13,534	$13,534	$1,000	11/2013	5/2013	99%		X		●	●	●
204	8	SBD	City of Highland	7631	5th Street Corridor Improvements (5)	$3,795	$3,795	$1,000	11/2013	6/2013	15%		X		●	●	●
205	8	SBD	City of Highland	7690	Baseline Greenspot Traffic Safety (5)	$974	$974	$393	11/2013	6/2013	100%	10/2015	X		●	●	●
206	8	SBD	City of Rancho Cucamonga	7635	I-15 Baseline Rd Interchange Improvements (5)	$50,883	$37,983	$1,000	4/2014	6/2013	51%		X		●	●	●
207	8	SBD	City of Redlands	7634	Redlands Blvd/Alabama St Int Improv (5)	$5,581	$5,581	$1,000	11/2013	6/2013	100%	12/2015	X		●	●	●
208	12	ORA	City of Anaheim	7476	Tustin Ave / La Palma Widening (3)	$13,705	$11,235	$1,000	6/2013	10/2011	100%	9/2015	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
209	12	ORA	City of Anaheim	7579	Katella Ave Widening (5)	$7,300	$7,300	$1,000	11/2013	6/2013	100%	10/2015	X		●	●	●
Totals						$424M	$360.1M	$21.6M									

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is unavailable, or needs further action. See Corrective Actions.

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
210	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
211	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
212	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
213	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
214	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
215	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
216	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
217	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
218	3	PLA	City of Roseville	Blue Oaks Blvd Widening (5) 7622	$3,950	$3,741.9	$3,800	$3,366.3	$1,000	$1,000			6/2013	10/16/13	2/04/15
219	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
220	3	SAC	City of Elk Grove	Elk Grove-Florin Rd/ E Stockton Blvd (5) 7689	$1,108	$1,227.9	$838	$938.2	$419	$419			6/2013	10/28/13	3/11/15
221	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
222	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
223	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
224	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
225	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
226	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
227	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
228	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

Competitive Projects - Completed

PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle	APPROVED TOTAL PROJECT COST X $1,000	ACTUAL TOTAL PROJECT COST X $1,000	APPROVED TOTAL CONST COST X $1,000	ACTUAL TOTAL CONST COST X $1,000	APPROVED SLPP FUNDS X $1,000	ACTUAL SLPP FUNDS X $1,000	DE-ALLOCATED SLPP SAVINGS X $1,000	NON DE-ALLOCATED SLPP SAVINGS X$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
229	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
230	6	KER	City of Bakersfield	Mohawk Street Extension (5) 7626	$2,393	$3,416.8	$2,028	$3,051.7	$1,000	$1,000			3/2013	9/11/13	6/6/14
231	6	KER	City of Bakersfield	Hageman Road – Install and Sync Signals (5) 7676	$450	$553.5	$450	$553.5	$225	$225			6/2013	11/20/13	7/24/14
232	6	KER	City of Bakersfield	Hosking Ave Widening (5) 7677	$872	$815.2	$872	$815.2	$436	$408		$28	6/2013	11/20/13	5/23/14
233	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
234	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
235	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
236	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
237	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
238	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
239	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
2402	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
241	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
242	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
243	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
244	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
245	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
246	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
247	8	SBD	City of Chino	Signal Interconnect (5) 7630	$900	$776.7	$900	$776.7	$450	$389		$61	6/2013	12/03/13	12/16/14
248	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
249	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
250	8	SBD	City of Upland	Foothill Blvd (Route 66) (3) 7479	$2,100	$5,159	$2,100	$5,159	$1,000	$1,000			1/2012	7/09/12	8/12/13
251	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
252	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
253	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

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
254	10	MER	City of Merced	Parsons Ave/Ada Givens Gap (3) 7482	$1,650	$1,274	$800	$825	$400	$400			10/2011	5/01/12	11/17/12
255	10	MER	City of Merced	Yosemite Ave Reconstruction (2) 7428	$2,100	$2,114	$1,850	$2,007	$1,000	$1,000			1/2011	1/10/12	11/29/12
256	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
257	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					$142.7M	$167.9M	$138.7M	$137.7M	$30.6M	$28.1M	$2.32M	$190K			

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 2015-16 Second 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 Second Quarter Progress Report for fiscal year 2015-2016.

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, 65 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 52 projects expending a total of $59,233,794.

At the close of the Second Quarter ending December 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 (Active Projects)

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	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	97	●	●	■		See pg 6
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	96	●	●	■		See pg 6
7	LA	Los Angeles	6766	ATCS - West Adams	$4,250,800	$4,870,120	$0	Jun-14	Nov-14	Nov-15	50	●	●	■		See pg 6
7	LA	Los Angeles	6767	ATCS - Westwood / West Los Angeles	$3,484,200	$4,009,200	$1,742,100	Jun-12	Jan-12	Feb-15	98	●	●	■		See pg 6
7	LA	Los Angeles	6768	ATCS - Wilshire East	$4,877,900	$5,597,300	$0	Feb-14	May-14	May-15	80	●	●	■		See pg 6

Los Angeles Prog Total	$41,996,900	$63,298,920	$5,897,429

● Project is on time, on budget, or within scope.
△ Possible issue identified.
■ Issue has been identified.

** 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 Status – Other Agencies (Active Projects)

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
4	Ala	Alameda CMA**	6744	San Pablo Corridor	$18,718,405	$25,618,405	$15,261,448	Jan-11	Jan-11	Oct-13	95	●	●	■		See pg 6
4	SM	San Mateo C/CAG**	6805	SMART Corridor Projects	$17,500,000	$35,349,000	$17,200,000	Sep-12	Dec-09	Jun-13	99	●	●	■		See pg 6
7	LA	Compton	6747	Rosecrans Avenue	$682,734	$944,176	$611,361	Apr-10	Feb-11	Oct-12	97	●	●	■		See pg 6
7	LA	Inglewood	6758	La Brea Avenue	$426,000	$606,000	$0	Aug-13	Aug-13	Jan-14	95	●	●	■		See pg 6
7	LA	Pasadena	6784	California Boulevard	$68,000	$76,000	$56,000	Jan-12	Apr-12	Apr-13	95	●	●	■		See pg 7
7	LA	Pasadena	6788	Los Robles Avenue	$107,000	$134,000	$100,000	Jan-12	Apr-12	Apr-13	95	●	●	■		See pg 7
7	LA	Pasadena	6791	Sierra Madre Boulevard	$110,000	$138,000	$104,000	Jan-12	Apr-12	Aug-13	95	●	●	■		See pg 7

Agencies other than City of Los Angeles Prog Total	$37,612,139	$62,865,581	$33,332,809

Project Status – City of Los Angeles (Completed Projects)

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	6762	ATCS - Echo Park / Silver Lake	$3,215,000	$3,480,000	$3,215,000	Dec-08	Jul-09	Aug-12	100	●	△	●	●	See pg 7
7	LA	Los Angeles	6769	ATSAC - Canoga Park	$10,316,400	$11,031,100	$8,663,718	Jan-11	Jul-11	Apr-14	100	●	●	■		See pg 7
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	●	●	■		See pg 7
7	LA	Los Angeles	6771	ATSAC - Foothill	$8,802,900	$9,425,400	$8,222,498	Oct-11	Jul-11	Jul-14	100	●	●	■		See pg 7
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	●	●	■		See pg 7
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 7
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 7
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 7

Los Angeles Prog Total	$105,003,100	$114,926,900	$97,039,071

● Project is on time, on budget, or within scope.
△ Possible issue identified.
■ Issue has been identified.

Project Status – Other Agencies (Completed Projects)

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	SF	SFMTA	6800	Franklin, Gough & Polk Streets	$5,110,000	$12,020,000	$4,664,426	Oct-08	Jan-10	Dec-13	100	●	●	●	■	
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	$475,000	Jan10	Sep-09	Mar-10	100	●	●	●	☒	
4	CC	San Ramon	6807	Crow Canyon	$310,000	$435,000	$310,000	Jan-10	Sep-09	Mar-10	100	●	●	●	●	
4	CC	Walnut Creek	6824	Ygnacio Valley Road Corridor	$1,489,000	$2,139,000	$1,460,594	Dec-08	Jun-09	Nov-10	100	●	●	●	●	
4	Mrn	Marin County	6781	Sir Francis Drake Boulevard	$208,000	$260,000	$199,639	Sep-08	May-09	Dec-09	100	●	●	●	●	
4	SCl	San Jose**	6801	TLSP	$15,000,000	$20,000,000	$15,000,000	Jan-10	Jan-09	Jun-13	100	●	●	●	●	
4	SCl	Santa Clara County	6814	County Expressway TDCS for TLSP	$900,000	$1,030,000	$900,000	May-10	Oct-10	Nov-11	100	●	●	●	●	
4	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	$1,688,871	Oct-11	Sep-12	Jun-13	100	●	●	■		See pg 7
6	Kin	Hanford	6757	12th Avenue	$76,126	$173,408	$70,430	Sep-08	Dec-09	Feb-10	100	●	●	●	●	
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	$823,073	Jan-12	Jul-12	Mar-13	100	●	●	■	■	See pg 7
7	LA	Glendale	6755	Colorado Street/ San Fernando Road	$523,000	$820,000	$501,619	Jan-12	Jul-12	Mar-13	100	●	●	■	■	See pg 7
7	LA	Glendale	6756	Glendale Avenue/Verdugo Road	$1,658,000	$2,531,000	$1,434,984	Jan-12	Jul-12	Mar-13	100	●	●	■	■	See pg 7
7	LA	Pasadena	6785	Del Mar Boulevard	$138,000	$172,000	$138,000	Jan-12	Apr-12	Apr-13	100	●	●	■	■	See pg 7
7	LA	Pasadena	6787	Hill Avenue	$66,000	$83,000	66,000	Jan-12	Apr-12	Apr-13	100	●	●	■	■	See pg 7
7	LA	Pasadena	6789	Orange Grove Boulevard	$188,000	$235,000	$188,000	Jan-12	Apr-12	Apr-13	100	●	●	■	■	See pg 7

● Project is on time, on budget, or within scope.
△ Possible issue identified.
■ Issue has been identified.
☒ Closeout report is being reviewed

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	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	$1,537,041	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	$820,000	Oct-08	Oct-08	Dec-12	100	●	●	●	●	
11	SD	SANDAG	6810	East-West Metro Corridor	$1,267,000	$1,417,000	$1,267,000	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	$3,845,510	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	$59,233,794	$97,031,174	$57,711,369

** *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.
△ Possible issue identified.
■ Issue has been identified.

Corrective Actions

City of Los Angeles – ATCS – Santa Monica Fwy Corridor Phase I (Project ID 6764)
The agency stated that delays in construction were due to conflicts in the construction schedule between multiple projects. The projects are behind schedule by 4 month from the currently approved schedule. The agency anticipates completing construction by May 2016.

City of Los Angeles – Total of three projects (Project ID 6765, 6766 & 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 10 months from the currently approved schedule. The agency anticipates completing construction by December 2016.

City of Los Angeles – ATCS – West Adams (Project ID 6766)
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 June 2017.

City of Los Angeles – ATCS - Wilshire East (Project ID 6768)
The agency stated that delays in construction were due to conflicts in the construction schedule between multiple projects. The projects are behind schedule by 7 month from the currently approved schedule. The agency anticipates completing construction by June 2016.

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 23 months from the currently approved schedule. The agency anticipates completing construction by December 2016.

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 27 months from the currently approved schedule. The agency anticipates completing construction by March 2016.

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 34 months from the currently approved schedule. The agency anticipates completing construction by March 2016.

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 original bids and readvertised the project. The project was awarded March 2015. The project is currently behind schedule by 20 months from the currently approved schedule. The agency anticipates completing construction by March 2016.

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 29 months from the currently approved schedule. The agency anticipates completing construction by March 2016.

City of Los Angeles – ATCS-Echo Park/Silver Lake project (Project ID 6762)
The project was audited by the State Controller's Office and a disallowance of project costs was identified. The agency is working with Caltrans HQ to address the issue.

City of Los Angeles – Total of four projects (Project ID 6769, 6770, 6771, 6773)
The agency stated that delays in construction were due to conflicts in the construction schedule between multiple projects. The projects completed construction in February 2015, the agency is currently working on the closeout reports for the projects.

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 reports for the projects.

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 completed construction in December 2015, the agency is currently working on the closeout report for the project.

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 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 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. The agency anticipates completing the closeout reports by January 2016.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2015-16
Second 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 first quarter of the 2015-16 fiscal years. This report includes the status of the HRCSA 2008, 2010, 2012 and 2014 program.

The HRCSA program has a total of 37 Projects programmed with $250 million, of which $245.1 million has been allocated to 37 projects, and $191.2 million expended. Twenty of the 37 projects have completed construction. The remaining unprogrammed HRCSA funds of $2.643 million is available for programming.

STATUS:

2008 Sixteen projects programmed with $161 million. Sixteen projects allocated with $118 million. $115 million expended. Fourteen projects completed construction and submitted final delivery report.

Riverside Drive	Project is 80% complete. Bent 5 to Abutment 6 for the bridge superstructure completed. The Bent 17 approach to be poured in Jan 2016. Working on Bridge railing for pedestrian and bicycle lane. Need street improvements construction of curb, gutter, grading, and pavement.	ConEnd Oct 2016 (18 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. 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, project is 99% complete. City acceptance of project maintenance is pending. **OPEN TO TRAFFIC.**	ConEnd Dec 2015 (25 months behind)

2010 Eight Projects programmed with $71 million. Eight projects allocated with $67 million. $49.5 million expended. Three projects completed construction and submitted final delivery report.

Bardsley Avenue	Delayed because of UP required increased 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 Spring 2016, project is 99% complete. Waiting for one more task from UP for completion. **OPEN TO TRAFFIC.**	ConEnd Dec 2015 (27 months behind)
North Spring Street	Utility relocation work completed. Cast in place drilled hole piles within the River completed. Construction of the footings, west arch abutment and river pier are ongoing. Fiberwrap of the superstructure ongoing.	ConEnd Aug 2016 (12 months behind)
Broadway Brazil	All the HRCSA funds have been used. Other funds are being used to complete the project. Expect Close out in late Spring 2016. **OPEN TO TRAFFIC.**	ConEnd Oct 2015 (39 months behind)

2012 Thirteen projects programmed with $42 million. Thirteen projects allocated with $42 million. $26.4 million expended. 3 projects completed construction and submitted final delivery report.

Grant Line Road	Required final minor landscaping work and pavement delineation that is on existing roadways. Expect Close out in late Spring 2016. Need CCTV installs and Final punch list. **OPEN TO TRAFFIC.**	ConEnd Dec 2015 (12 months behind)
Officer Bradley Moody/Marina Bay	Completion of retaining wall, streetlight, generator, sidewalk railing, need pump station telemetry, landscaping, and bridge tower. Punch list required. Expect Close out in late Spring 2016.	ConEnd Dec 2015 (7 month behind)
Santa Fe Trail	Construction of the approach structure foundations completed. Continued utility relocation/coordination. Coordinating construction with UPRR. Construction of the bridge foundations. Need install strom drain lift station.	ConEnd Feb 2016 (12 months behind)

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 2016, project is 98% complete. **OPEN TO TRAFFIC.**	ConEnd Aug 2015 (28 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 Spring 2016. Waiting for invoicing, project is 99% complete. **OPEN TO TRAFFIC.**	ConEnd Aug 2015 (23 months behind)

2014 One project programmed with $18.3 million. One project allocated with $18.3 million, but no expenditures have occurred.

Fullerton Road Grade Separation	Project was allocated in December 2015. Expect Out-to-bid in late March 2016. Expect chosen contractor for construction work in April 2016.	ConEnd Sept 2019

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	3,751	6/30/10	June-11	June-11	Jun-14	80%	●	●	■
08	2	12	ORA	OCTA	Sand Canyon GS	55,590	8,000	6,618	6,327	6/30/10	Sept-10	Sept-11	Jan-13	99%	●	●	■
10	1	6	TUL	City of Tulare	Bardsley Avenue GS	18,498	7,156	7,156	6,905	5/23/12	April-12	Feb-13	Oct-13	99%	●	●	■
10	1	7	LA	ACE	Nogales Street GS	85,430	25,600	25,600	13,815	4/25/12	Feb-12	May-12	Apr-15	85%	●	●	■
10	1	4	ALA	City of Fremont	Warren Avenue GS	68,782	9,600	9,600	7,408	3/28/12	June-12	June-12	Jun-15	80%	●	●	■
10	1	7	LA	City of LA	North Spring Street GS	48,766	5,001	5,001	2,728	5/23/12	June-12	May-13	Dec-14	62%	●	●	■
10	2	7	LA	SCRRA	Broadway-Brazil Street Grade Xing	9,100	4,000	233	232	2/22/12	March-12	Feb-11	Aug-12	100%	●	●	■
12	1	3	SAC	City of Elk Grove	Grant Line Road GS Project	30,375	5,000	3,505	2,423	5/03/13	Feb-13	Dec-13	Dec-14	99%	●	●	■
12	1	10	SJ	City of Lathrop	Lathrop Road GS with UPRR	16,855	5,000	5,000	4,870	5/07/13	Aug-13	June-13	Oct-15	99%	●	●	■
12	1	4	SM	PCJPB	San Mateo Bridges GS Project, PII	30,000	9,000	9,000	2,364	5/21/14	May-14	Oct-14	May-16	75%	●	●	●
12	1	10	SJ	Port of Stockton	Navy Drive/BNSF Underpass (1 of 2)	6,530	3,173	3,173	3,173	6/25/14	March-14	Dec-14	Aug-15	95%	●	●	■
12	2	10	SJ	Port of Stockton	Navy Drive/BNSF Underpass (2 of 2)	2,567	2,567	2,567	1,500	6/25/14	March-14	Dec-14	Aug-15	95%	●	●	■
12	2	4	CC	City of Richmond	Officer Bradley A. Moody/Marina Bay	42,180	4,230	4,230	3,798	5/03/13	Feb-13	June-15	May-15	98%	●	●	■
12	2	6	TL	City of Tulare	Santa Fe Trail at UPRR GS	6,813	3,931	3,931	1,902	6/25/14	Feb-14	Dec-14	Dec-14	49%	●	●	■
12	2	7	LA	SCRRA	Branford Road Grade Xing Safety	3,048	1,325	1,325	1,185	12/11/13	March-13	June-14	Aug-13	98%	●	●	■
12	2	7	LA	SCRRA	Moorpark Avenue GS Safety	5,041	4,841	4,841	1,573	6/25/14	Dec-14	Dec-14	Feb-16	60%	●	●	●
12	2	7	LA	SCRRA	Woodley Avenue Grade Xing Safety	1,000	500	500	438	10/08/13	May-13	June-14	Oct-13	99%	●	●	■
14	1	7	LA	ACE	Fullerton Road GS	153,184	18,306	18,306	0	12/10/15	March-16		Sept-19	0%	●	●	●
						644,723	**122,230**	**115,586**	**64,392**								

● 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	Total Project	HRCSA Program Grant	HRCSA Allocated	Date Allocated	Began Construction	Actual End Construction	FDR/Close Out Report	HRCSA Final Expndentures
08	1	6	KER	County of Kern	BNSF GS 7th Standard Rd/Santa Fe Wy	18,924	9,926	7,044	1/13/10	Feb-10	June-13	Aug-13	7,044
08	1	4	SM	PCJPB	San Mateo Bridges GS	10,774	5,000	1,107	5/19/10	Nov-10	May-13	Dec-13	955
08	1	4	SF	PCJPB	Jerrold Ave & Quint St Bridges GS	10,749	10,000	2,786	5/13/10	Nov-10	May-13	June-13	2,668
08	1	10	MER	City of Merced	G Street Undercrossing	18,162	9,000	7,422	1/13/10	Nov-10	June-12	July-12	7,413
08	1	6	KER	County of Kern	Hageman Rd/BNSF Railroad	35,997	17,650	13,759	6/30/10	Oct-10	Apr-13	May-13	13,759
08	1	4	SM	PCJPB	San Bruno GS	160,169	30,000	26,727	6/30/10	Sept-10	July-14	Dec-14	26,727
08	1	10	SJ	City of Stockton	Lower Sacramento	23,619	10,000	6,877	4/7/10	July-10	Sept-14	Mar-15	6,484
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	Oct-11	Apr-12	6,000
08	2	3	SAC	City of Sacramento	6th St Overcrossing - Bridge	9,361	5,987	4,837	12/9/09	Feb-10	June-13	Dec-13	4,837
08	2	6	TUL	City of Tulare	Cartmill Avenue GS	21,969	11,293	10,161	6/30/10	Dec-10	Sept-12	June-13	10,161
08	2	6	TUL	County of Tulare	Betty Drive GS	14,070	12,175	4,885	6/30/10	Nov-10	June-13	Aug-13	4,885
08	2	10	SJ	Port of Stockton	Port of Stockton Expressway	8,424	4,400	1,537	6/30/10	Nov-10	Nov-12	June-13	1,537
08	2	10	SJ	City of Stockton	Eight Mile Road/UPRR (East) GS	22,023	8,500	5,598	4/07/10	July-10	Sept-14	Mar-15	5,280
08	2	10	SJ	City of Stockton	Eight Mile Road/UPRR (West) GS	22,751	8,500	8,081	4/07/10	July-10	Sept-14	Mar-15	7,424
10	2	12	ORA	OCTA	San Clemente Beach Trail Xings	4,500	2,250	2,250	6/27/12	May-13	June-15	Sept-15	2,170
10	2	3	SAC	City of Sacramento	6th Street, OverXing Roadway	15,730	7,865	7,200	6/27/12	Feb-12	June-15	Aug-15	7,151
10	2	4	ALA	City of Fremont	Kato Road GS	52,265	10,000	10,000	8/10/11	Aug-11	May-15	Aug-15	9,124
12	2	12	ORA	OCTA	Dana Point & San Clemente Xing	4,075	2,100	2,100	1/9/11	Feb-11	Jan-14	Mar-14	2,100
12	2	7	LA	SCRRA	Grandview Ave Grade Xing Safety	2,630	580	580	5/7/13	Mar-13	Oct-14	Sept-15	580
12	2	7	LA	SCRRA	Sonora Avenue Grade Xing Safety	2,630	580	580	5/7/13	Sept-12	Oct-14	Sept-15	580
						$408,067	**$150,531**	**$108,921**					**$107,274**

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2015-16
Second 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 second quarter of Fiscal Year (FY) 2015-16 for the Proposition 1B Intercity Rail Improvement (IRI) Program. The IRI Program consists of seventeen projects, two projects that remain unallocated, two projects that are partially allocated, and five projects are fully allocated, eight projects are completed, for a total allocation of $307,099,000, and $84,951,000 unallocated. This total represents 78 percent of the $392,157,000 available for allocation. The total programmed amount is $392,050,000 and $107,000 is unprogrammed.

CURRENT STATUS

Project No. 1:

Procurement of Locomotives, Railcars, and the On-board Information System (OBIS) project. Statute requires at least $125 million be used for the procurement of intercity passenger railcars and locomotives. Total of $150 million was allocated in two parts, $42 million for Base Order Railcars and Locomotive Railcars; $100 million for Option Locomotives; and $8 million for OBIS.

Procurement of Locomotives and Railcars

Bi-Level Railcars – The First Article Inspections (FAI) are continuing for the bi-level railcars. Thirty inspections out of the required 44 have been completed. Carshell design update meetings are taking place monthly between Nippon Sharyo (NS), Caltrans, Illinois Department of Transportation (IDOT), and the Federal Railroad Administration (FRA) during the carshell production phase-down. NS foresees production resuming sometime in February 2016. Fire Safety Tests on materials remain at 93 percent complete. Due to Carshell production test failure, Final Design Review has been pushed back and the estimated closure date has moved to sometime in May 2016. The Software Escrow Agreement has been executed. Drawing packages are currently in the process of being approved and closed out.

Locomotives – Milestone E, the final design review and associated contract deliverables, was completed in October, and Caltrans processed the invoice. The first article inspections (FAI) are continuing for the Locomotive project. Production of the locomotive is also moving along with minor issues only. Sixteen inspections out of 26 have been conducted. Monthly Quality Assurance meeting between the Contractor, Caltrans, IDOT, as well as Washington Department of Transportation started in November to discuss Quality Management System, Design/Engineering Change Control, Receiving Inspection and other topics pertaining to production of the locomotives. In addition, the Carshell testing kick-off meeting took place in December and the testing will continue until end of February.

Option Locomotives – For the Option Order Locomotives project, Caltrans executed the ordering agreement. All contract deliverables for Milestone A have been completed and the invoice was paid to the Contractor on November 6, 2015.

OBIS – Preliminary Design Review (PDR) was completed in October and Task Order #2 is 70% complete. Following the PDR, smaller working groups have been formed in order to address specific issues that may arise with expertise that is more detailed. Task Order #3 is in Draft and has been reviewed by Amtrak and Caltrans for submittal to Nomad. Follow-up site surveys will be scheduled in January to review the Exterior LED signs.

Project No. 2:

San Onofre to Pulgas Double Track Project – Phase 1 – The construction is 97 percent complete. The San Onofre to Pulgas Phase 1 passing track is now in service. Trackside grading and drainage work has been completed. Track work punch list items are continuing.

This project provides operational savings for Amtrak, Metrolink and BNSF freight trains. It alleviates a residual delay near Control Point (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.

Project No.3:

Northern California Maintenance Facility – Currently, this project is unallocated for $19,151,000 in IRI 1B funds. An initial partial allocation request is being prepared for improvements to the Oakland Maintenance Facility in order to accommodate the arrival of new Tier IV locomotives as well as new mid-route site selections in the valley.

Caltrans is working with the San Joaquin Joint Powers Authority (SJJPA) take over the responsibility of the completion of design and environmental clearance needed for the mid-route layover. Caltrans will be working directly with the SJJPA to finalize the selection of a location for the layover facility. It is anticipated that the new facility will be located in Railroad right of way whereby Caltrans will assist in negotiations with the BNSF Railway to acquire access to the property.

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. 4:

Oakley to Port Chicago Double Track, Segment 3 – Construction is 73 percent complete. Construction of structural upgrades continues.

The project will reduce congestion and improve service reliability, increase safety, improve on-time performance, and increase operational efficiency of both the San Joaquin Corridor passenger and BNSF freight trains.

Project No. 5:

Coast Daylight Track and Signal – Currently, this project is unallocated for $25 million in IRI1B funds. Caltrans is addressing the feasibility of adding train frequency between Los Angeles and San Luis Obispo and ultimately expanding intercity passenger rail service north from San Luis Obispo to the San Francisco Bay Area.

Project No. 6:

Raymer to Bernson Double Track – The PS&E phase is 90 percent complete. Construction is anticipated to start in July 2016. There is $10.3 million in unallocated IRI1B construction funds and $63.5 million in Interregional Improvement Program funds.

The project will add 6.4 miles of second mainline track between 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. 7:

Van Nuys North Platform – The PS&E phase is 100 percent complete. The Issue for Bid Package was completed on November 17, 2015. The submittals were distributed to all stakeholders. Construction is anticipated to start in May 2016 and a request for an allocation of $30.5 million in construction is planned to be presented at the January 2016 Commission meeting.

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. 8:

Capitol Corridor Track, Bridge and Signal Upgrades – The construction is 24 percent complete. Track, bridge and signal upgrades are in process.

This project includes track, bridge and signal upgrades along the Capitol Corridor route from San Jose to Auburn. Signal improvements and tunnel safety improvements are underway, but have not been billed to Caltrans. This project will extend the useful life of the track

infrastructure, reduce downtime due to component failure, and increase operating efficiency and schedule reliability due to fewer failures of the track infrastructure.

Project No. 9:

Ventura County Sealed Corridor Grade Crossing Improvement Project – The construction is 80 percent complete. On December 31, 2015, an agreement was executed with Southern CA Edison to relocate a fiber optic cable vault, which was identified recently during construction.

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.

RECENTLY CLOSED PROJECTS:

Wireless Network for Northern California IPR Fleet – The project provided Wi-Fi service on the train cars used on the Capitol Corridor and San Joaquin intercity passenger rail service.

Santa Margarita Bridge and Double Track – 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 and on-time performance.

New Station Tracks at Los Angeles Union Station – This project rehabilitated two passenger tracks, including the upgrade of north and south ramps to Americans with Disabilities Act standards. A new platform was built to board passengers utilizing the rehabilitated tracks. Additional modifications and upgrades were made to the existing Customer Information Signage (CIS) to incorporate and accommodate the new platform.

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 May 2015.

Attachment

Attachment A

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

IRI Quarterly Delivery Report
FY 2015-16
Second Quarter
October - December 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	12%	$ 150,000,000	$ 42,000,000	$ 5,052,832	Dec-11	Nov-12			
			Option Locomotives				Sep-18	Sep-19	CON	0%		$ 100,000,000	$ 3,057,379	Dec-14	Oct-15			
			On-board Information System (OBIS)				Sep-20	Mar-21	CON	0%		$ 8,000,000	$ 188,231		Mar-15			
2	Pacific Surfliner	SANDAG	San Onofre to Pulgas Double Track Project Phase 1						PA&ED	100%	$ 3,146,000	$ 3,146,000	$ 3,146,000	Jan-10	May-10			
							Sep-16	Sep-16	CON	97%	$ 25,754,000	$ 25,754,000	$ 20,101,350	Mar-13	Sep-13			
			San Onofre to Pulgas Double Track Project Phase 2		Feb-16		N/A	N/A	PS&E	100%	$ 1,100,000	$ 1,100,000	$ 971,828	May-15	Apr-14			
3	Capitol Corridor, San Joaquin	Caltrans	Northern California Maintenance Facility	TBD	TBD	N/A			R/W	0%	$ 900,000	$ -	$ -					
						N/A	TBD	TBD	CON	0%	$ 18,251,000	$ -	$ -					
4	San Joaquin	Caltrans/ BNSF	Oakley to Port Chicago Double Track, Segment 3				Feb-17	Aug-17	CON	73%	$ 25,450,000	$ 25,450,000	$ 18,669,583	Oct-11	Sep-12			
5	Pacific Surfliner, Coast Daylight	Caltrans	Coast Daylight Track and Signal	TBD	TBD	N/A			PS&E	0%	$ 2,500,000	$ -	$ -					
						N/A	TBD	TBD	CON	0%	$ 22,500,000	$ -	$ -					
6	Pacific Surfliner	LACMTA	Raymer to Bernson Double Track		Nov-15	N/A			PS&E	90%	$ 6,500,000	$ 6,500,000	$ 5,124,462	Jan-14	Apr-14			
							Mar-18	Oct-18	CON	0%	$ 10,300,000	$ -	$ -					
7	Pacific Surfliner	LACMTA	Van Nuys North Platform		Nov-15	N/A			PS&E	100%	$ 4,000,000	$ 4,000,000	$ 2,823,878	Dec-13	Jun-14			
							May-18	Nov-18	CON	0%	$ 30,500,000	$ -	$ -					
8	Capitol Corridor	CCJPA	Capitol Corridor Track, Bridge and Signal Upgrade			N/A	May-17	Nov-17	CON	24%	$ 1,305,000	$ 1,305,000	$ 313,171	May-14	Jun-14			
9	Pacific Surfliner	SCRRA	Ventura County Sealed Corridor Grade Crossing Improvement Project				Oct-16	Apr-17	CON	80%	$ 218,000	$ 218,000	$ -	Aug-14	Dec-14			
										SUBTOTAL OPEN PROJECTS:	**$ 302,424,000**	**$ 217,473,000**	**$ 59,448,715**					

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

Legend:

Known issue

Possible issue

Good

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2015-16 Second 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) 2015-16 (October through December) for the Trade Corridors Improvement Fund (TCIF) program. At the close of the second quarter, there were a total of 90 projects with a TCIF programmed value of $2,423,759,960 and a total project value of $7,301,240,000. The California Transportation Commission (Commission) has approved all but two 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, 84 projects have received bond allocations totaling $2,397,619,960. Twenty-seven of the allocated projects have been completed. The available unallocated TCIF funds from savings, total $52,380,040, of which $26,240,040 is available for programming.

	Target Available per AB 268	Programmed	Allocated	Available Funds Unallocated
SCCG Total	**$1,500,000,000**	**$1,483,953,000**	**$1,462,813,000**	**$37,187,000**
Bond	$1,200,205,000	$1,184,158,000	$1,163,018,000	$37,187,000
SHOPP	$299,795,000	$299,795,000	$299,795,000	$0
NCTCC Total	**$640,000,000**	**$629,807,000**	**$624,807,000**	**$15,193,000**
Bond	$449,795,000	$439,611,000	$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**	**$2,423,759,960**	**$2,397,619,960**	**$52,380,040**

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 beginning on page three separate the projects into three categories: Projects Unallocated, Projects Allocated, and Projects Completed.

Allocations							
ID	**D**	**Co.**	**Rte.**	**Project Title/Amendment Resolution**	**Bond $ x1000**	**Total $ x1000**	**Action $ x 1000**
114	7	LA		Fullerton Road Grade Separation *Resolution TCIF-A-1516-01, Approved 12/9/15*	$35,060	$145,184	Project funds allocated.

Allocation Amendments							
ID	**D**	**Co.**	**Rte.**	**Project Title/Amendment Resolution**	**Bond $ x1000**	**Total $ x1000**	**Action $ x 1000**
17	7	LA		ACE: Gateway-Valley View Grade Separation Project *Resolution TCIF-AA-1516-03, Approved 10/21/15*	$19,092	$65,077	Project amended to reflect additional TCIF savings.
17	7	LA		ACE: Gateway-Valley View Grade Separation Project *Resolution TCIF-AA-1516-04, Approved 12/9/15*	$19,092	$65,077	Project amended to reflect additional TCIF savings.

Programming Actions							
ID	**D**	**Co.**	**Rte.**	**Project Title/Amendment Resolution**	**Bond $ x1000**	**Total $ x1000**	**Action $ x 1000**
115	4	ALA		Cool Port Oakland Project *Resolution TCIF-P-1516-02, Approved 10/21/15*	$91,305	$5,000	Project added to TCIF Program.
116	7	LA		Control Point Mole Rail Improvement Project *Resolution TCIF-P-1516-02, Approved 10/21/15*	$29,000	$12,600	Project added to TCIF Program.

Baseline Agreement Approvals							
ID	**D**	**Co.**	**Rte.**	**Project Title/Amendment Resolution**	**Bond $ x1000**	**Total $ x1000**	**Action $ x 1000**
114	7	LA		Fullerton Road Grade Separation *Resolution TCIF-P-1516-04B, Approved 12/9/15*	$35,060	$145,184	Project baseline agreement.

Baseline Agreement Amendments
None this quarter.

Environmental Actions							
ID	**D**	**Co.**	**Rte.**	**Project Title/Amendment Resolution**	**Bond $ x1000**	**Total $ x1000**	**Action $ x 1000**
089	4	SOL	80/ 680 /12	Solano I-80/680/12 Connector *Resolution E-15-61, Approved 12/9/15*	$97,912	$73,000	Approval of project for future consideration.

BACKGROUND

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

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
UNALLOCATED PROJECTS

Phase Complete
Behind Schedule

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

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	END ENVIRO	END DESIGN	END RIGHT OF WAY	BEGIN CONSTR	END 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 Enhancement & Truck Trip Reduction Program *[Phase 2 - On-Dock Railyard]*	11/07/14	10/01/15		03/01/16	11/30/16	Env 100% Des RW	$6,083	$1,132	$0	$357		$5,726	☑	☑	☒
110	8	SBD	Southern California Regional Rail Authority		Hellman Avenue Crossing Improvements	12/21/15	02/29/16	N/A	08/01/16	12/31/16	Env Des RW	$3,580	$1,790		$200		$3,380	☑	☑	☑
111	7	LA	Southern California Regional Rail Authority		Citrus Avenue Crossing Improvements	10/31/15	05/31/16	N/A	10/30/16	04/30/18	Env Des RW	$3,485	$1,455	$250	$325		$2,910	☑	☑	☑
112	7	LA	Southern California Regional Rail Authority		Ramona Boulevard Crossing Improvements	10/31/15	05/31/16	N/A	10/30/16	04/30/18	Env Des RW	$3,485	$1,455	$250	$325		$2,910	☑	☑	☑
113	7	LA	Southern California Regional Rail Authority		Control Point Soledad Speed Increase Project	10/31/15	05/31/16	N/A	10/01/16	04/30/18	Env Des RW	$6,647	$2,708	$616	$616		$5,415	☑	☑	☑
115	4	ALA	Cool Port Oakland Project		Cool Port Oakland Project	TBD	TBD	TBD	TBD	TBD	Env Des RW	$91,305	$5,000	TBD	TBD	TBD	TBD	☑	☑	☑
116	7	LA	Port of Long Beach		Control Point Mole Rail Improvement Project	TBD	TBD	TBD	TBD	TBD	Env Des RW	$29,000	$12,600	TBD	TBD	TBD	TBD	☑	☑	☑
												$ 143,585	$ 26,140							

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
ALLOCATED PROJECTS

Phase Complete
Behind Schedule
Awarded / Begin Construction
Allocated but Not Awarded

Black Italics Date = Actual completetion date or schedule use last day of month if not day listed
RED = Changes or Accomplisments During Quarter

☑ 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 96%	10/01/15	$22,650	$10,880	$300	$550	$4,590	$17,210	$14,390	☑	☑	☒
3.1	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 1-Environmental Remediation]*	N/A	01/01/10		10/15/18	Const 84%	04/16/19	$11,400	$0	$0	$0	$0	$11,400		☑	☑	☑
3.2	4	ALA	Port of Oakland/City 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 90%	12/31/15	$74,600	$65,800	$100	$8,700	$0	$65,800	$61,582	☑	☑	☒
3.3	4	ALA	Port of Oakland/City 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 71% Design-Build	04/16/19	$247,241	$176,341	$4,500	$25,900	$0	$216,841	$141,087	☑	☑	☑
3.4	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 4 - Recycling Facilities]*	N/A		06/30/13	07/31/18	Des 35% Const 0%	12/31/18	$46,600	$0	$0	$600	$0	$46,000		☑	☑	☑
3.5	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 5 - City Trade and Logistics Facilities]*	N/A		06/30/13	12/31/19	Des 50% Const 0%	06/30/20	$99,400	$0	$0	$3,500	$0	$95,900		☑	☑	☑
3.6	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) *[Segment 6 - Unit Train Support Rail Yard]*	N/A			12/31/15	Const 90%	07/01/16	$20,000	$0	$0	$5,000	$0	$15,000	$14,413	☑	☑	☑
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 32%	08/31/18	$97,912	$73,000	$4,200	$7,387	$6,325	$80,000	$28,410	☑	☑	☒
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 93%	12/01/15	$49,485	$44,903	$2,490	$140	$105	$49,485	$49,076	☑	☑	☒
6	6	KER	Caltrans / BNSF		Tehachapi Trade Corridor Rail Improvement	06/25/14	09/24/14		10/01/16	Const 72%	03/31/17	$26,040	$12,270	$9,500	$1,000	$0	$15,540	$4,816	☑	☑	☑
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 58%	12/01/17	$165,678	$69,458	$4,000	$10,400	$44,600	$106,678	$44,935	☑	☑	☑
11	10	SJ	Port of Stockton / Contra Costa County		San Francisco Bay to Stockton Ship Channel Deepening Project	05/23/12	06/29/12		04/01/15	Const 75%	06/30/14	$15,000	$7,200	$100	$500	$0	$14,400	$4,907	☑	☑	☒
15.01	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 66%	10/31/18	$4,000	$4,000	$0	$0	$0	$4,000		☑	☑	☑
15.02	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. 66%	10/31/18	$302,758	$233,778	$0	$34,021	$33,034	$235,703	$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		☑	☑	☑
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 75%	05/01/16	$40,773	$13,205	$700	$5,568	$0	$34,505	$12,386	☑	☑	☑
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 72%	04/30/17	$39,385	$8,300	$801	$3,491	$0	$35,093	$10,345	☑	☑	☑
21	7	LA	City of Commerce		Washington Boulevard Widening & Reconstruction	06/25/14	12/02/14		03/01/16	Const 5%	07/01/16	$32,000	$5,800	$39	$2,524	$3,198	$26,239	$0	☑	☑	☒
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	$331,783	☑	☒	☒
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 90%	01/01/15	$24,611	$9,423	$0	$1,000	$0	$23,611	$22,700	☑	☑	☒

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
ALLOCATED PROJECTS

Phase Complete
Behind Schedule
Awarded / Begin Construction
Allocated but Not Awarded

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PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ALLOCATION DATE	AWARD DATE	BEGIN CONSTR	END CONSTR	CURRENT PHASE (% COMPLETE)	END CLOSEOUT	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (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
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 86%	11/01/16	$62,977	$27,227	$1,400	$6,234	$7,066	$48,277	$33,308	☑	☑	☑
35	12	ORA	Orange County Transportation Authority		State College Boulevard Grade Separation	06/11/13	02/04/14		08/01/16	Const 34%	08/01/19	$74,644	$35,890	$305	$3,595	$19,092	$51,652	$18,828	☑	☑	☑
37	12	ORA	Orange County Transportation Authority		Orangethorpe Avenue Grade Separation	05/23/12	01/14/13		07/01/16	Const 82%	07/01/19	$108,595	$41,632	$631	$8,292	$24,863	$74,809	$39,027	☑	☑	☑
40	12	ORA	Orange County Transportation Authority		Lakeview Avenue Overcrossing	08/06/13	11/25/13		12/01/15	Const 40%	12/01/18	$87,873	$27,629	$631	$7,867	$39,688	$39,687	$14,295	☑	☑	☒
41	12	ORA	Orange County Transportation Authority		Tustin Avenue / Rose Drive Overcrossing	06/27/12	02/25/13		09/01/15	Const 82%	09/01/18	$88,175	$30,862	$601	$7,085	$32,245	$48,244	$26,289	☑	☑	☒
43	8	RIV	City of Corona		Auto Center Drive Grade Separation	12/14/11	05/15/13		04/30/13	Const 99%	05/30/14	$32,675	$16,000	$630	$1,370	$2,720	$27,955	$2,281	☑	☑	☒
46	8	RIV	City of Banning		Sunset Avenue Grade Separation	06/11/13	12/03/13		02/28/16	Const 78%	08/01/16	$33,042	$8,278	$900	$2,300	$1,142	$28,700	$20,697	☑	☑	☑
48	8	RIV	Riverside County		Avenue 56 Grade Separation	06/11/13	11/05/13		02/28/16	Const 80%	10/15/16	$29,394	$12,802	$295	$2,268	$3,289	$23,542	$16,560	☑	☑	☑
50	8	RIV	Riverside County		Grade Separation at Clay Street Railroad Grade Crossing	06/11/13	12/17/13		06/15/16	Const 75%	12/15/16	$30,806	$13,247	$502	$2,843	$7,385	$20,076	$14,117	☑	☑	☑
51	8	RIV	City of Riverside		Riverside Avenue Grade Separation	05/07/13	12/03/13		04/01/15	Const 79%	10/31/15	$32,154	$10,434	$1,047	$1,453	$6,892	$22,762	$19,270	☑	☑	☒
53	8	RIV	Riverside County		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	06/11/13	12/10/13		06/01/16	Const 75%	11/30/16	$51,609	$17,673	$563	$3,700	$1,923	$45,423	$29,933	☑	☑	☑
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 97%	09/30/14	$66,776	$8,835	$3,463	$4,786	$7,000	$51,527	$37,148	☑	☑	☒
56	8	SBD	San Bernardino Associated Governments	10	Route 10 Cherry Avenue Interchange Reconstruction	03/28/12	05/01/12		12/31/13	Const 97%	06/30/14	$77,806	$30,773	$935	$5,822	$9,503	$61,546	$56,903	☑	☑	☒
61	8	SBD	San Bernardino Associated Governments		ACE South Milliken Avenue Grade Separation	06/11/13	12/03/13		06/01/16	Const 43%	02/01/17	$75,649	$21,846	$750	$4,745	$5,221	$64,933	$23,550	☑	☑	☑
66	7	VEN	City of Oxnard	101	Route 101 Rice Avenue Interchange Reconstruction	05/14/09	10/20/09		09/30/12	Const 98%	12/31/12	$73,597	$14,194	$3,458	$3,766	$26,594	$39,779	$81,403	☑	☑	☒
68.1	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry *[Segment 1 - SR 11/SR 905 Freeway to Freeway Connectors]*	05/07/13	10/02/13		03/30/16	Design Build Const 97%	04/30/18	$7,954	$71,625	$0	$7,300	$33,700	$71,625	$63,366	☑	☒	☑
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	Des 26% Const	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	Des 26% Const	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 95%	04/02/15	$40,460	$25,900	$540	$2,482	$6,870	$30,568	$25,394	☑	☑	☒
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 83%	01/01/16	$30,591	$21,621	$220	$8,750	$0	$21,621	$16,852	☑	☑	☒
82	4	CC	Northern California Trade Corridors Coalition		Marina Bay Parkway Grade Separation	10/26/11	06/18/13		05/01/15	Const 98%	06/01/15	$42,180	$18,975	$500	$2,780	$100	$38,800	$35,047	☑	☑	☒

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Schedule and Cost
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84	8	SBD	San Bernardino Associated Governments		Laurel Street/BNSF Grade Separation	06/11/13	09/04/13		09/06/15	Const 80%	01/30/16	$58,725	$23,583	$0	$4,657	$11,053	$43,016	$28,331	☑	☑	☒
85	8	RIV	Riverside County		Avenue 52 Grade Separation	06/11/13	11/13/13		03/31/15	Const 99%	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 90%	02/28/17	$72,987	$20,712	$0	$3,292	$0	$70	$48,737	☑	☑	☑
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 60%	09/30/18	$143,000	$26,664	$0	$8,470	$0	$134,530	$69,921	☑	☑	☑
89	4	SOL	Northern California Trade Corridors Coalition	80/ 680/ 12	Solano I-80/680/12 Connector *[SHOPP/TCIF]*	08/06/13	03/19/14		01/31/16	Const 71%	01/31/17	$99,247	$22,847	$3,500	$8,880	$23,160	$63,707	$45,774	☑	☑	☒
90	7	VEN	Ventura County Transportation Commission / Alameda Corridor Transportation Authority		Hueneme Road Widening	05/07/13	03/18/14		02/15/14	Const 90%	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 68%	12/08/15	$46,525	$10,346	$1,600	$5,197	$500	$39,228	$29,634	☑	☑	☒
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		12/01/13	$1,540	$0	$0	$0	$0	$1,540		☑	☑	◆
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		12/01/14	$1,124	$0	$3	$100	$5	$1,016		☑	☑	◆
93	11	SD	San Diego Association of Governments		Sorrento Valley Double Track	05/07/13	10/25/13		11/01/15	Const 96%	11/01/20	$36,381	$12,994	$3,352	$1,653	$345	$31,031	$23,968	☑	☑	☑
95	7	LA	Alameda Corridor East Construction Authority		ACE Puente Avenue Grade Separation	03/20/14	06/23/14		09/30/17	Const 35%	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 7%	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 99%	06/01/16	$19,350	$4,361	$900	$950	$1,000	$16,500	$14,953	☑	☑	☒
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 83%	12/01/17	$8,459	$7,959	$125	$198	$253	$7,883	$5,748	☑	☑	☒
99	12	ORA	Orange County Transportation Authority		Raymond Avenue Grade Separation	01/29/14	02/04/14		07/15/18	Const 50%	07/15/21	$112,190	$11,890	$0	$5,370	$34,901	$71,919	$47,727	☑	☑	☑
100	8	SBD	San Bernardino Associated Governments	10	Tippecanoe Interchange Improvements, Phase II	03/20/14	11/05/14		02/01/17	Const 27%	08/01/17	$57,811	$8,691	$0	$5,189	$34,175	$18,447	$8,411	☑	☑	☑

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
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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 79%	05/01/16	$3,040	$2,333	$130	$400	$110	$2,333	$2,180	☑	☑	☑
102	7	LA	Port of Los Angeles		TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair	01/22/15	10/19/15		08/30/16	Const 9%	08/30/17	$5,681	$2,841	$0	$376	$0	$5,305	$267	☑	☑	☒
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 20%	03/01/17	$22,600	$11,000	$0	$0	$0	$22,600	$4,612	☑	☑	☑
104	11	SD	San Diego Association of Governments	905/ 125	State Route 905/State Route 125 Northbound Connectors	01/22/15	07/31/15		10/19/16	Const 21%	10/21/17	$26,157	$20,021	$0	$2,700	$800	$22,657	$515	☑	☑	☑
105	5	MON	City of Salinas	101	Sanborn Rd/US 101 Interchange Improvements & Elvee Drive Extension	01/22/15	07/07/15		07/28/15	Const 0%	07/26/16	$4,300	$1,700	$0	$0	$0	$4,300	$0	☑	☑	☒
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 30%	04/30/17	$17,400	$8,200	$350	$650	$0	$16,400	$2,095	☑	☑	☑
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 Enhancement & Truck Trip Reduction Program *[Phase 1 - Berth/Wharf Improvements]*	03/26/15	06/18/15		05/12/17	Const 11%	05/31/18	$45,115	$8,401	$2,600	$2,549		$39,966	$1,221	☑	☑	☑
109	8	SBD	San Bernardino Associated Governments	10	I-10 Pepper Avenue Interchange	05/28/15		10/07/15	08/17/17	Const 0%	8/17/18	$10,111	$1,158	$64	$561	N/A	$9,486		☑	☑	☑
114	7	LA	Alameda Corridor East Construction Authority		Fullerton Road Grade Separation Project	12/09/15		03/31/16	09/30/19	Const 0%	03/30/20	$127,300	$35,060	$0	$11,656	$37,367	$78,277	$0	☑	☑	☑
												$ 5,514,737	$ 1,862,819					$ 2,912,387			

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
COMPLETED PROJECTS

Phase Complete
Behind Schedule

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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]*	05/24/16	12/31/15	12/31/15	09/30/15	06/31/16	$88,392	$38,292	$61,892	$60,108	☒	
15.3	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Brea Canyon Grade Separation - Match]*	08/31/08	08/31/10	08/31/10			$38,922	$0	$28,676		☑	Segmented project. FDR/SFDR due when full project is complete.
15.6	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Ramona Boulevard Grade Separation - Match]*	04/30/08	05/31/10	05/31/10			$14,965	$0	$11,972		☑	Segmented project. FDR/SFDR due when full project is complete.
15.7	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Reservoir Street Grade Separation - Match]*	07/31/08	09/30/11	09/30/11			$12,480	$0	$11,355		☑	Segmented project. FDR/SFDR due when full project is complete.
15.8	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Sunset Avenue Grade Separation - Match]*	12/31/10	06/31/12	06/31/12			$35,208	$0	$31,643		☑	Segmented project. FDR/SFDR due when full project is complete.
15.9	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program *[Temple Avenue Train Diversion - Match]*	03/30/10	12/31/14	12/31/14			$45,177	$0	$41,714		☑	Segmented project. FDR/SFDR due when full project is complete.
17	7	LA	City of Santa Fe Springs		ACE: Gateway-Valley View Grade Separation Project	02/12/15	11/30/14	02/01/16			$63,997	$18,012	$42,056	$41,719	☒	FDR received 12/1/15. Pending review by Division of Local Assistance.
18	7	LA	Southern California Regional Rail Authority		New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains						$14,700	$7,200	$13,200	$9,742	◆	FDR/SFDR approval pending Audit.
22	7	LA	Port of Los Angeles		South Wilmington Grade Separation	11/01/14	11/01/15	11/30/15	09/30/15		$74,844	$15,021	$67,693	$51,827	☒	
24	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier F Support Yard)	06/30/15	07/20/14	03/31/16	12/31/15	09/30/16	$30,176	$6,936	$25,206	$24,257	☒	
25	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Track Realignment at Ocean Boulevard)	06/30/15	07/02/14	03/31/16	12/31/15	09/30/16	$44,756	$16,216	$37,636	$33,352	☒	
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]*	05/31/15	07/01/15	06/30/15	11/30/15		$111,956	$40,718	$103,970	$94,490	☒	Segmented project. FDR/SFDR due when full project is complete.
36	12	ORA	Orange County Transportation Authority		Placentia Avenue Undercrossing	12/18/14	05/01/17	12/30/17	06/30/15		$72,843	$9,548	$54,050	$34,558	☒	
38	12	ORA	Orange County Transportation Authority		Kraemer Boulevard Undercrossing	12/18/14	05/01/17	12/31/17	06/30/15		$68,799	$21,009	$53,743	$40,068	☒	
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	04/21/14	05/01/14	12/01/14	10/21/14	06/01/15	$32,000	$13,000	$24,500	$19,525	☒	FDR received 12/1/15. Pending review by Division of Local Assistance.
47	8	RIV	City of Riverside		Streeter Avenue Grade Separation	04/01/15	11/30/14	02/20/16	10/01/15		$36,000	$15,500	$26,000	$23,030	☒	

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost
COMPLETED PROJECTS

Phase Complete
Behind Schedule

Black Italics Dates = Actual compeltetion date or schedule, use last day of month if no day listed
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☑ No Known Scope, Budget, or Schedule Impact
☒ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Forecast End Const)	SFDR DUE DATE (Six months after Forecast End Closeout)	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	FDR/SFDR STATUS	COMMNETS
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
59	8	SBD	San Bernardino Associated Governments		ACE Glen Helen Parkway Grade Separation	05/18/15	03/01/15	11/19/15	11/18/15	05/19/16	$25,885	$7,172	$16,835	$17,100	☒	
63	8	SBD	San Bernardino Associated Governments		Palm Avenue Grade Separation	06/02/15	09/01/15	06/02/15	12/02/15	06/02/16	$25,123	$3,285	$14,005	$14,528	☒	
64	8	SBD	San Bernardino Associated Governments		Lenwood Road Grade Separation	09/18/15	05/01/16	03/16/16	03/18/16	09/19/16	$31,154	$8,276	$21,953	$18,465	☑	
67	11	SD	San Diego Association of Governments	905	State Route 905	10/04/13	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]*	N/A	04/01/18	04/01/18			$12,300	$0	$0		☑	Segmented project. FDR/SFDR due when full project is complete.
69	11	SD	Port of San Diego	5/15	Bay Marina Drive at I-5 At-Grade Improvements	04/11/14	11/07/14	11/07/14	10/11/14	05/07/15	$3,172	$792	$2,367	$1,956	☒	
70	11	SD	Port of San Diego		10th Avenue/Harbor Drive At-Grade Improvements	09/30/14	08/25/17	03/30/15	03/30/15	09/30/16	$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	04/11/14	11/07/14	11/07/14	10/14/14	05/07/15	$2,193	$361	$1,325	$840	☒	
75.1	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 1 - Aerial Cabling]*	07/15/12	09/30/12	07/31/14			$4,458	$4,458	$4,458	$4,458	☑	Segmented project. FDR/SFDR due when full project is complete.
75.2	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 2 - Signaling for Reverse Running and Initial Track Improvements]*	06/30/14	10/31/13	07/30/15	01/01/16		$10,431	$10,431	$10,431	$10,010	☑	Segmented project. FDR/SFDR due when full project is complete.
75.3	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 3 - Palomar Siding and Mainline Track Improvements]*	09/30/15	12/21/15	03/29/16	09/29/16		$3,445	$3,445	$3,445	$2,885		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	06/30/13	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	10/01/14	12/31/13	12/31/15	04/01/15	09/31/15	$56,582	$23,582	$43,582	$36,935	☒	FDR received 12/1/15. Pending review by Division of Local Assistance.
83	8	SBD	Caltrans / BNSF / UP		Colton Crossing Project	03/31/14	12/31/14	08/30/14	09/30/14	02/29/16	$138,536	$27,847	$96,547	$73,784	☑	FDR pending review
87.1	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 1	04/24/14	05/31/15	12/31/15	10/24/14	12/30/15	$26,695	$12,705	$25,410	$38,893	☑	Segmented project. FDR/SFDR due when full project is complete.
88	7	LA	Alameda Corridor East Construction Authority		Baldwin Avenue Grade Separation	04/02/15	01/31/15	09/02/15	10/02/15	03/02/16	$72,491	$28,659	$28,659	$17,114	☒	FDR received 12/1/15. Pending review by Division of Local Assistance.
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.

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PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Forecast End Const)	SFDR DUE DATE (Six months after Forecast End Closeout)	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	CONSTR COST (X1,000)	CONSTR EXPENDITURES (X1,000)	FDR/SFDR STATUS	COMMNETS
92.2	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 2 - Cemex Track/Unit Track 2]*	01/25/12	06/28/12				$1,800	$0	$1,700		☑	Segmented project. FDR/SFDR due when full project is complete.
92.5	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan *[Phase 5 - Pioneer Bluff Bridge]*	12/31/15	06/30/15	06/30/16	06/31/16		$10,561	$9,678	$9,678	$10,883		Segmented project. FDR/SFDR due when full project is complete.
94	4	SCL	Metropolitan Transportation Commission	101	US-101 Freeway Performance Initiative (FPI) *[SHOPP/TCIF]*	10/30/15	10/24/15	10/24/15	04/30/16		$24,764	$13,840	$20,457	$15,636		
											$ 1,642,918	**$ 534,801**		**$ 2,912,387**		

TCIF Project Action Plan Report
Second Quarter FY 2015-16

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	N/A	*Caltrans / BNSF* Richmond Rail Connector	$10,880	$22,650	Schedule

Project Action Plan: No changes reported during FY 1516 Q2. Project construction completion is ahead of schedule with connector anticipated to be in service late summer/early fall 2015. Environmental cleanup/restoration activities anticipated to continue through the end of 2015.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
3.2	4	ALA	N/A	*Port of Oakland* Outer Harbor Intermodal Terminals (OHIT) Segment 2– Access Improvement and Manifest Yard	$65,800	$74,600	Schedule
3.3	4	ALA	N/A	*City of Oakland* Outer Harbor Intermodal Terminals (OHIT) Segment 3 – City Site Prep Work and Backbone Infrastructure	$176,341	$247,241	Schedule
3.4	4	ALA	N/A	*City of Oakland* Outer Harbor Intermodal Terminals (OHIT) Segment 4 – Recycling Facilities	$0	$46,600	Schedule
3.5	4	ALA	N/A	*City of Oakland* Outer Harbor Intermodal Terminals (OHIT) Segment 5 – City Trade and Logistics Facilities	$0	$99,400	Schedule
3.6	4	ALA	N/A	*Port of Oakland* Outer Harbor Intermodal Terminals (OHIT) Segment 6 – Unit Train Support Rail Yard	$0	$20,000	Schedule

Project Action Plan: The Port's construction of the Manifest Yard (**Segment 3.2**) and Unit Train Support Yard (**Segment 3.6**) are substantially complete. Connecting Union Pacific Railroad's (UPRR) mainline lead track with the rail yards requires and Industry Track Agreement between the Port and UPRR. Negotiation on the terms of this agreement are underway, but not yet completed which has affected the construction completion schedule.

- **Segment 3.3:** 3.3 utilizes a Design-Build delivery method and so Construction Phase will commence with execution of the Design-Build contract. Execution of the Design Build contract will take place 10/11/13. Execution of the Design Build Contract is contingent on execution of the TCIF Agreement between Caltrans and the City of Oakland. As of 10/02/13, the TCIF Allocation Agreement has been executed by the Division of Rail and will be fully executed by the Oakland City Administrator by 10/11/13. Hence, the Begin Construction milestone has been adjusted for OHIT segment 3. 3.3 End Construction milestone remains 10/15/18 as reported on 10/02/13.

  Construction cost has increased from $237,241,000 to $307,169,000 as of July 2015. This increase is due to pricing for construction coming in higher than originally anticipated due primarily to the cost and quality of available soils required for import as well as additional environmental remediation requirements.

- **Segment 3.4:** The proposed Construction Start Milestone for OHIT Segment 3.4 is 7/29/16 with anticipated construction duration of 24 months which includes installation of processing equipment and facility start up. OHIT Segment 3.4 Construction End milestone remains equipment and facility start up. OHIT Segment 4 Construction End milestone remains 7/31/18 per the baseline agreement as reported on April 24, 2014.
- **Segment 3.5:** The proposed Construction Start milestone for OHIT Segment 3.5 is 7/31/16 with anticipated construction duration of 31 months. OHIT Segment 3.5 Construction End milestone remains 12/31/19 per the baseline agreement as reported on April 24, 2014.

  The cost of Segment 5 includes an increase in originally project private investment of $99.4M dollars to a newly proposed private investment totaling approximately $361M dollars. The projected private investment is attributable to developers for trade and logistics facilities having a better understanding of the build-to-suit market for trade and logistics and construction cost estimate to provide ancillary maritime support services for a mandatory truck parking and service facilities which satisfies a BCDC mandate under the San Francisco Bay Area Seaport Plan to mitigate truck parking within the surrounding West Oakland community.

Additionally, the Port is currently waiting on the City of Oakland's determination regarding funding for the construction of the West Gateway Leads (WGLs) The WGLs will provide the City access to the Manifest Yard and Unit Train Support Yard. As a result, the Port will be submitting a formal request for a grant extension in February 2016, when the schedule implication of these issues will be clarified.

Milestone	***Original Date***	***Amended Date***
End Construction Phase	12/31/15	05/02/16
Begin Closeout Phase	01/01/16	05/03/16
End Closeout Phase	07/01/15	08/01/16

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
4	4	ALA	880	*Metropolitan Transportation Commission* I-880 Reconstruction, 29th & 234rd Avenues, Oakland	$73,000	$97,912	Schedule

Project Action Plan: Construction has been delayed approximately one year due to Buy America issues.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
5	4	ALA	580	*Metropolitan Transportation Commission* I-580 Eastbound Truck Climbing Lane	$44,903	$49,485	Schedule

Project Action Plan: Initial schedule delay was a result of issues obtaining permits, project was re-advertised. Current Schedule extended to allow for items that require more favorable weather.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
11	10	SJ	N/A	*Port of Stockton / Contra Costa County* San Francisco Bay to Stockton Ship Channel Deepening Project	$7,200	$15,000	Schedule

Project Action Plan: Due to US Army Corps of Engineers scheduling of annual over dredging, annual contract specifications require work to commence in the Sacramento River, the Stockton Deep Water Channel work is scheduled to be the last reach of the contract. In order to maximize work in the annual dredging window, the Port has solicited for a supplemental Operations and Maintenance over dredging contract to advance the dredging work typically delayed by the USACOE contractor to the end of the dredging season. The dredging contractor hired by the Port may operate under the supplemental contract within the Stockton Deep Water Channel while the USACOE contractor is working in the Sacramento River.

Once the USCOE contractor locates to the Stockton Deep Water Channel, by Federal Regulations, the Port supplemental contractor must cease operations and allow the USACOE contractor to dredge under the USACOE contract.

The supplemental over dredging contract will enable the Port to meet the scheduled completion date.

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

Project Action Plan: Final Delivery Report (FDR) delayed due to claims. Project Manager will submit FDR immediately and provide supplemental after claims.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
17	7	LA	N/A	*City of Santa Fe Springs* ACE: Gateway-Valley Grade Separation Program	$18,012	$63,997	Schedule

Project Action Plan: Two Amendments were submitted for schedule changes due to right-of-way (ROW) and construction start date delays. Amendment No.1 approved by the CTC on 1/19/11 extended design and ROW schedule due to unforeseen design and ROW acquisition changes. Amendment No. 2 approved by CTC on 5/23/12 extended construction start date from 5/1/111 to 5/31/12 because more time was required to obligate federal funding than originally anticipated. The construction contract was eventually awarded by the City on 5/24/13.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
23	7	LA	710	*Port of Long Beach* Gerald Desmond Bridge Replacement	$299,795	$1,288,101	Schedule Budget

Project Action Plan: This project is also in the CMIA program and contains the following 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 a small balance after settlement of all the time related claims. It is anticipated that additional funds will be necessary to complete project for a number of known future expenditures, as well as potential risks identified in the risk management plan.

A funds request for a portion of the shortfall is anticipated for the Commission's June or August meeting. On July 13th, 2015 the Port of Long Beach approved an increase in the project budget. Funding for the increase has not been identified at this time. The Buy America issue has been resolved. FHWA recently approved to make the iron and steel material used for Oxy/Tidelands oilfield relocation work ineligible for federal funding.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
				Port of Long Beach			
24	7	LA	N/A	Ports Rail System – Tier 1 (Pier F Support Yard)	$6,936	$30,176	Budget
25				Ports Rail System – Tier 1 (Track Realignment at Ocean Boulevard)	$16,216	$44,756	Schedule

Project Action Plan: To date the project costs has risen approximately 5.7 percent, down 0.8 percent from last quarter. The decrease to the project cost is due to the Final Closeout of change orders, with outstanding balances, to reflect the amounts expended during construction. The main factor that contributed to the 5.7 percent increase is the unsuitable soil encountered. Despite an extensive soil investigation conducted prior to bidding this project, testing performed during construction of the project determined most of the soil to be unsuitable for re-use within the Harbor District.

Project cost may fluctuate as the CM continues evaluating and resolving outstanding claims for additional time and money. The project is currently in the final close-out phase, which includes evaluation and resolving outstanding claims for additional time and money. The contractor has submitted twenty separate Time Impact Analyses (TIAs) for the various phases, and a Request for Compensation (RFC). Staff is currently in the process of reviewing the TIAs and RFC documents. Therefore, the Project Closeout date has been revised from September 30, 2015 to March 31, 2016.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
				Port of Los Angeles			
32.1	7	LA	N/A	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]	$9,423	$24,611	

Project Action Plan: Project construction was considered substantially complete on October 31, 2014. Final construction punch list corrective work was considered substantially complete on May 31, 2015. Design Record Drawings completed on November 5, 2015. Final contractor invoicing is being processed for payment.

Project construction completion has been extended to May 30, 2017 due to unforeseen existing utility substructure conflicts and additional yard enhancements that are required to comply with regulatory agency requirements.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
40	12	ORA	N/A	*Orange County Transportation Authority* Lakeview Avenue Overcrossing	$27,629	$87,873	Schedule

Project Action Plan: No reported changes in FY1516 Q2.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
43	8	RIV	N/A	*City of Corona* Auto Center Drive Grade Separation	$16,000	$32,675	Schedule

Project Action Plan: Due to delay in receipt of federal funds with an executed E-76. City received from Caltrans the Notice to Proceed with Construction in December 2013, and City had advertised the Project in March 2013 with award in May 2013. There is a move in period to procure materials and submit appreciate paperwork and project construction started on 8/2/2013 as per schedule.

Targeted completion date is September 2015. Project construction progress to date is as anticipated.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
51	8	RIV	N/A	*City of Riverside* Riverside Avenue Grade Separation	$10,434	$32,154	Schedule

Project Action Plan: The current status is unknown, the agency did not report quarterly update.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
54	8	RIV	N/A	*City of Riverside* March Inland Cargo Port Airport – I-215 Van Buren Blvd – Ground Access Improvements	$66,776	$8,835	Schedule

Project Action Plan: Begin and end of Construction Phase should be changed to 8/13/12 and 3/31/16, respectively. Begin and End of Construction Closeout Phase should be changed to 3/31/16 and 8/31/16.

Changes are required to reflect the actual begin and end of construction, which are complete, and to reflect the project closeout period to complete processing of projects specific and landscape maintenance agreements with Caltrans and to complete the plan establishment activities.

Local Agency will continue to work with Caltrans to obtain approval of the agreements and close out the project in a timely manner.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
56	8	SBD	10	*San Bernardino Associated Governments* Route 10 Cherry Avenue Interchange Reconstruction	$30,773	$77,806	Schedule

Project Action Plan: No reported changes in FY1516 Q2.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
66	7	VEN	101	*City of Oxnard* Route 101 Rice Avenue Interchange Reconstruction	$14,194	$73,597	Schedule

Project Action Plan: No reported changes in FY1516 Q2.The end construction has been delayed due change orders related to time delays and extra work due to contractor's claims. The city anticipates completing the contract by the December 2015 and closing out the project by June 2016.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
68	11	SD	11	*San Diego Association of Governments* SR 11/Otay Mesa East Port of Entry	$71,625	$606,954	Budget Schedule

Project Action Plan: No reported changes in FY1516 Q2. As part of the 2014 STIP adoption, the schedules for segments two and three have been changed. The capital funding for construction has been moved to the 15/16 fiscal year. Schedule dates have not formally been changed, nor do they align with local capital funding.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
74	11	SD	N/A	*San Diego Association of Governments* Southline Rail Improvements – Yard Expansion	$25,900	$40,460	Schedule

Project Action Plan: The scheduled construction completion date has slipped as a result of unanticipated field conditions, including: delays related to the relocation of two unanticipated communication lines; delays due to grading challenges near the right-of-way and environmentally cleared project boundaries; and issues related to an existing water line which does not have the required pressure, necessitating the need to construct a new water line to the rail yard to supply water for fire suppression.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
75.3	11	SD	N/A	*San Diego Association of Governments* Southline Rail Improvement Phase 3	$3,445	$3,445	Schedule
75.4	11	SD	N/A	*San Diego Association of Governments* Southline Rail Improvement Phase 4	$21,621	$30,591	Schedule

Project Action Plan: Last quarterly report, we reported an 'End Construction' date that did not accurately reflect change order work that was needed to obtain CPUC approval of the GO-88 process for changes to the grade crossing at Anita Street. The 'End Construction' date of September 29, 2015, now accurately reflect the end of field work.

Delays in the previous phases of this project, specifically relating to System work (signaling/software) as well as operational constraints of the trolley and freight system have caused delays in this, the 4th phase. The 'End Construction' date has been changed from March 31, 2016 to August 30, 2016.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
87.1	7	LA	N/A	*Port of Los Angeles* Cargo Transportation Improvement Emission Reduction Program – Phase I	$12,705	$26,695	Schedule

Project Action Plan: Project close-out complete changed to June 2016. Resolving cost discrepancy between prime and subcontractors on electrical transformer replacement.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
89	4	SOL	80 680 12	*Northern California Trade Corridors Coalition* Solano I-880/680/12 Connector	$22,847	$99,247	Schedule

Project Action Plan: The construction support cost increase is due to constructability issues. During construction, the proposed abutment piles and wing walls, shown on the plans, were identified to be in conflict with the temporary retaining wall. Since this work was on the critical path of the project schedule, multiple re-design alternatives were studied to determine a cost effective solution with minimal delays. This resulted in the need for work re-sequencing. The new construction sequencing has changed the critical path of the project and has added 93 working days to the project schedule.

As a result of these additional working days, more resources are needed in order to perform the additional construction administration work associated with the construction delay.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
90	7	VEN	N/A	*Ventura County Transportation Commission / Alameda Corridor Transportation Authority* Hueneme Road Widening	$2,924	$1,462	Schedule

Project Action Plan: The railroad changed their schedule for surface panel installation and signal improvements pushing it out by 5 weeks which caused the entire project schedule to be extended by this amount of time. The project is expected to be completed January 22, 2016, weather permitting.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
91	7	VEN	101	*Ventura County Transportation Commission* Route 101 Improvements	$10,346	$46,525	Schedule

Project Action Plan: The filed construction completion was anticipated in Feb 2016. However, one retaining wall/sound wall required considerable additional work because of field conditions. The additional work had to be evaluated and designed. This work affected the overall project schedule.

Also, additional funding to replenish contingency and construction support has been applied for thru Local Assistance (Federal funds) and is awaited. The anticipated construction completion is June 30, 2016 and plant establishment completion by May 31, 2017.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
93	11	SD	N/A	*San Diego Association of Governments* Sorrento Valley Double Track	$12,994	$36,381	Schedule

Project Action Plan: In order to close out the Regional Water Quality Control Board 401 permit and complete the construction project we need 70% vegetative cover on all disturbed areas of the project footprint.

To date the ongoing drought has not provided sufficient rainfall to generate that plant growth to achieve this. Therefore, the end of construction needs to be extended.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
97	3	YUB	70	*Yuba County* SR 70 / Feather River Blvd Interchange	$4,361	$19,350	Schedule

Project Action Plan: No reported changes in FY1516 Q2.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
98	3	SAC	50	*Northern California Trade Corridors Coalition* Natoma Overhead Widening and Onramp Improvements	$7,959	$8,459	Schedule

Project Action Plan: Project is nearing complete with a few minor construction items and Open Graded Asphalt Concrete (OGAC) remaining. Contractor is on winter weather suspension until night time temperatures increase.

Construction contract acceptance is anticipated by the end of April 2016.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
101	7	LA	N/A	*San Joaquin Council of Governments / Caltrans* State Route 99 Ramp Improvements	$2,333	$3,040	Schedule

Project Action Plan: The project construction is complete and the interchange is open to traffic. The City has not accepted the contract, and Caltrans has not accepted the project under the terms of the cooperative agreements. The contractor and the City are negotiating change orders related to time delays and extra work due to the contractor's claim. The City proposes to change the schedule to complete the contract by December 31, 2015 and project closeout by June 30, 2016.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
102	7	LA	N/A	*Port of Los Angeles* TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair	$2,841	$5,681	Schedule

Project Action Plan: The Port of Los Angles has awarded the construction contract. To phase construction with adjacent construction projects and provided real estate by the Terminal, the Port of Los Angeles has shifted the “Begin of Construction” from January 2016 to October 2015.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
105	5	MON	101	*City of Salinas* Sanborn Rd/US 101 Interchange Improvements & Elvee Drive Extension	$1,700	$4,300	Schedule

Project Action Plan: The construction start date has been postponed and begin date for construction is tentatively scheduled for March 28, 2016. The end construction, begin/end closeout has also been moved out.

The schedule change is due to conflicts with Overhead PG&E Utility lines. The 60kV overhead wire brought about a vertical clearance conflict with the proposed 6’ surcharge over the ground for consolidation. The consolidation method for the soil was modified to avoid the vertical clearance issue. Additional soils tested were done to design for new consolidation method and final report was completed this month, February 2016.

The contractor and RE are working on the schedule to reduce the critical path to shorten the time for construction. Additionally, the new settlement method is mitigating the time lost as well.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
106	7	LA	N/A	*Southern California Regional Rail Authority* Vincent Siding Extension at CP Quartz and Second Platform at Vincent Grade/Acton Station Project	$8,200	$17,400	Schedule

Project Action Plan: NTP was issued on August 4, 2015, two working days after the original scheduled construction start date of July 31, 2015.Schedule was delayed due to execution of grant agreement between DOR and Caltrans.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
107	10	SJ	99	*San Joaquin Council of Governments / Caltrans* Southbound State Route 99 from Hammer Lane to Fremont Street Interchanges Ramp Meetering.	$2,000	$2,000	Schedule

Project Action Plan: Project Manager indicates that this project (EA 1C420) has been combined with another project (EA 0YN0U). This combined project was recently awarded, causing all subsequent milestones to slip the original schedule.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
108	7	LA	N/A	*Port of Los Angeles* YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program	$8,401	$45,115	Schedule

Project Action Plan: The construction start date has been revised from August 31, 2015 to September 8, 2015 at the request of the tenant.

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: March 16-17, 2016

Reference No.: 2.5e.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-15-19**

RECOMMENDATION

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional $1,900,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE

Additional funds are needed for one previously approved project in order to award the construction contract.

RESOLUTION

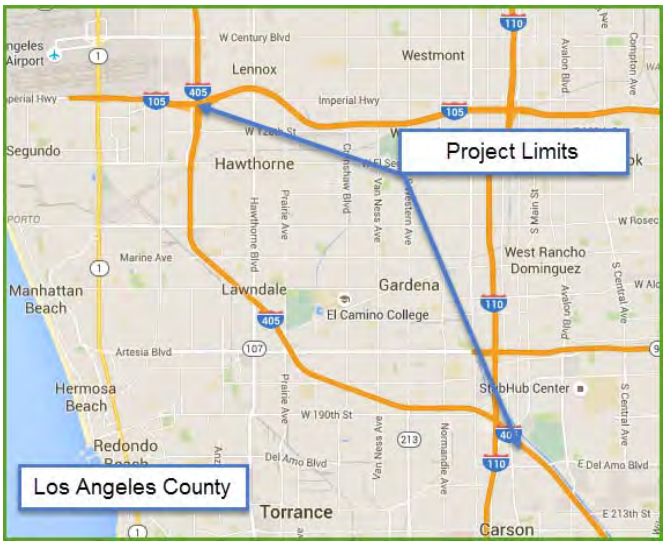
Resolved, that $1,900,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-302-0042 and 2660-302-0890, to provide funds to award the following project.

Dist-Co-Rte	Original Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Original Allocation
07-LA-405	$12,899,000	$1,900,000	$14,799,000	16.9%

PROJECT DESCRIPTION

The project is located on Route 405 in Los Angeles County from Postmile 12.6 to Postmile 21.2. The project will install concrete barrier and metal beam guardrail along the project limits.

PROJECT LOCATION



FUNDING STATUS

This SHOPP project was programmed in the 2014 SHOPP for $11,200,000 for construction in Fiscal Year (FY) 2014-15 and was voted for $12,899,000 in August 2015. Bids were opened on December 17, 2015; six bids were received. Additional funds in the amount of $1,900,000 are needed in order to award the contract. This request for $1,900,000 in supplemental funds results in an overall increase of 16.9 percent over the original vote amount.

REASON FOR INCREASE

The Department performed a bid analysis to evaluate the differences between the Engineer's Estimate and the lowest responsible bid. The contract has 122 bid items. Three of these bid items have significant cost differences. These items are Concrete Barrier (Type 736B MOD1), Modify Communication System and Roadway Excavation (Type Z-2).

BID ITEM	ENGINEER'S ESTIMATE	LOW BID	INCREASE	% INCREASE
Concrete Barrier (Type 736B MOD1)	$1,450,900	$2,374,200	$923,300	64%
Modify Communication System	$ 679,950	$1,391,000	$711,050	105%
Roadway Excavation (Type Z-2)	$ 528,000	$ 792,000	$264,000	50%
Other Items			$ 1,650	
		TOTAL INCREASE	$1,900,000	

The Concrete Barrier (Type 736B MOD1): This is a substantial barrier that may require a second concrete pour due to factors such as location, night work, and short allowable work times. Although the Engineer's Estimate did account for the heavy traffic and short night time construction windows, the estimate was not high enough and ultimately, this item was bid much higher than what was estimated.

Modify Communication System: This is a lump-sum item. The Engineer's Estimate did not account for the large number of switches and equipment that are part of this bid item.

Roadway Excavation (Type Z-2): The low Bidder bid of $180/CY is higher that the Engineer's Estimate of $120/CY. The trucking rates and monopoly price of the single hazardous dump yard located in Bakersfield, California dictate the bid price for this item.

DETERMINATION

The Department has determined that re-advertising this project would not result in lower bids and recommends that this request for $1,900,000 be approved to allow this contract to be awarded.

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 Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(1)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-15-19**
1 $1,900,000 Department of Transportation LACMTA Los Angeles 07-LA-405 12.6/R21.2	In various cities, from Main Street to Route 105 at various locations. Outcome/Output: Install concrete barrier, install/reconstruct metal beam guardrail, and improve roadside safety. This project is necessary to reduce the number and severity of collisions. Supplemental funds are needed to Award. Total revised amount $14,799,000	07-4486 SHOPP/2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015 0712000016 4 29000	$258,000 $12,641,000	$38,000 $1,862,000	$296,000 $14,503,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 71

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.5e.(10)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-15-29**

RECOMMENDATION

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional $6,855,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE

Additional funds are needed for one previously approved project in order to award the construction contract.

RESOLUTION

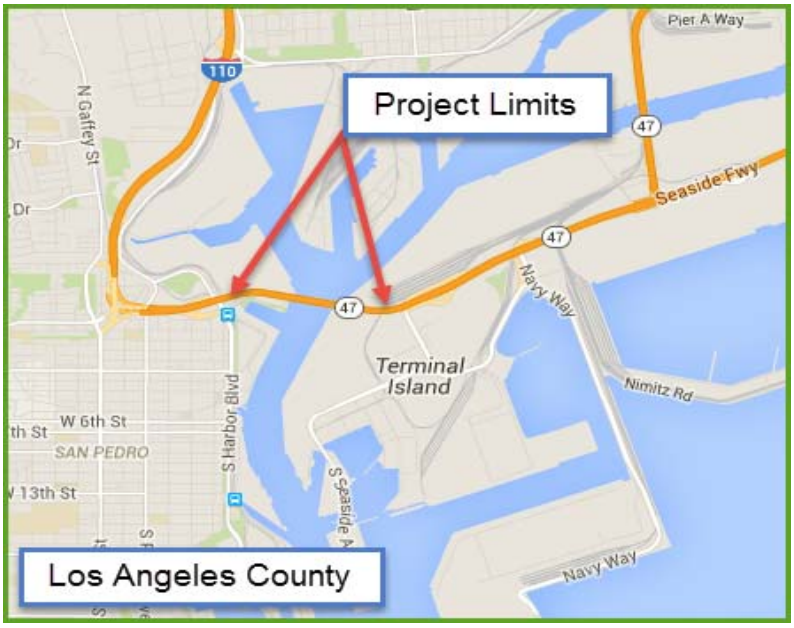
Resolved, that $6,855,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-302-0042 and 2660-302-0890, to provide funds to award the following project.

Dist-Co-Rte	Original Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Original Allocation
07-LA-47	$10,650,000	$6,855,000	$17,505,000	64.4%

PROJECT DESCRIPTION

The project is located on Route 47 on the Vincent Thomas Bridge in Los Angeles County from 0.9 mile to 2.0 miles. This seismic retrofit project will repair structural elements.

PROJECT LOCATION



FUNDING STATUS

This project was programmed in the 2014 SHOPP for $28,750,000 for construction in Fiscal Year (FY) 2014-15, and was voted for $10,650,000 in August 2015. Bids were opened on November 19, 2015; three bids were received. The additional amount needed to award the contract, based on the lowest bid, is $6,855,000. This request for $6,855,000 in supplemental funds results in an overall increase of 64.4 percent over the original vote amount. This contract will be awarded upon approval of this supplemental funds request.

REASON FOR INCREASE

The Department performed a bid analysis to evaluate the differences between the Engineer's Estimate and the lowest responsible bid. The contract has 18 bid items. Four of these bid items have significant cost differences. These items are Replace Viscous Dampers, Time Related Overhead, Traffic Control System and Mechanical Work.

BID ITEM	ENGINEER'S ESTIMATE	LOW BID	INCREASE	% INCREASE
Replace Viscous Dampers	$2,480,000	$5,520,000	$3,040,000	123%
Time Related Overhead	$ 372,000	$1,549,845	$1,177,845	317%
Traffic Control System	$ 300,000	$ 880,000	$ 580,000	193%
Mechanical Work	$ 333,000	$ 850,000	$ 517,000	155%
Mobilization	$ 897,000	$1,400,000	$ 503,000	56%
Miscellaneous Metal (Bridge)	$1,120,000	$1,600,000	$ 480,000	43%
Other Items			$ 557,155	
		TOTAL INCREASE	$6,855,000	

Replace Viscous Dampers: There are a limited number of manufacturers for the type and load capacity of the dampers. Although the Department received a quote from a manufacturer to develop the estimate during the design phase, the cost to furnish and test the dampers was almost double the quoted cost. This item was under estimated in the Engineer's Estimate.

Time Related Overhead: The Time Related Overhead (TRO) item is normally estimated as 10 percent of the total of all bid items except for Mobilization, Supplemental Work, and Contingencies. Since some of the bid items were under estimated, this affected the overall calculation of TRO. Moreover, the project has additional unanticipated upfront engineering costs for pre-testing of the dampers prior to fabrication.

Traffic Control System: The traffic control system for this project is more complicated due to the difficult access on this bridge and will require more closures than the Engineer's Estimate. The installation of the spider net catching device will also require a closure in both directions. The Engineer's Estimate was adjusted to account for this; however, this item was bid much higher than what was estimated.

Mechanical Work and Miscellaneous Metal (Bridge): The complexity of the project with the difficult access to the bridge, along with the increased market prices of the items involved, added to the cost of this item.

Mobilization: This item is calculated as a percentage of all contract bid items. The significant item cost increases shown in the table resulted in an increase in the Mobilization item.

DETERMINATION

The Department has determined that re-advertising this project would not result in lower bids and recommends that this request for $6,855,000 be approved to allow this contract to be awarded.

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 Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(10)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-15-29**
1 $6,855,000 Department of Transportation LACMTA Los Angeles 07-LA-47 0.9/2	In the city of Los Angeles, at Vincent Thomas Bridge No. 53-1471. Repair failing seismic and structural elements. Outcome/Output: Supplemental funds are needed to Award. Total revised amount $17,505,000	07-4497 SHOPP/2014-15 302-0042 SHA 302-0890 FTF 20.20.201.113 SHOPP/2014-15 302-0042 SHA 302-0890 FTF 20.20.201.113 0712000076 4 29070	$213,000 $10,437,000	 $137,000 $6,718,000	$213,000 $10,437,000 $137,000 $6,718,000

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: March 16-17, 2016

Reference No.: 2.5e.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-15-20**

RECOMMENDATION

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional $520,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE

Additional funds are needed for one previously approved project in order to award the construction contract.

RESOLUTION

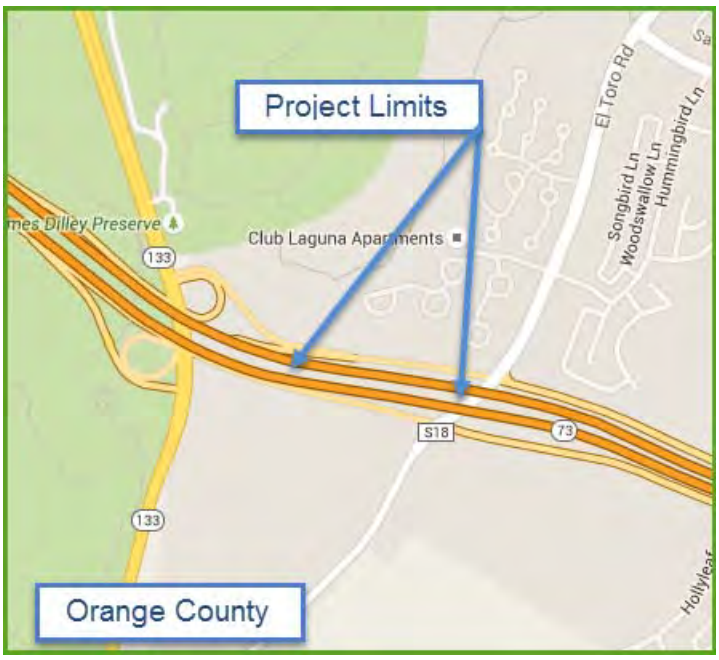
Resolved, that $520,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-302-0042 and 2660-302-0890, to provide funds to award the following project.

Dist-Co-Rte	Original Department Sub-Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Original Sub-Allocation
12-ORA-73	$1,994,000	$520,000	$2,514,000	26.1%

PROJECT DESCRIPTION

The project is located on Route 73 in Laguna Beach in Orange County at the northbound collector/distributor from the El Toro Road on-ramp to the Laguna Canyon Road (Route 133) off-ramp. The project will widen the ramp and modify signals.

PROJECT LOCATION



FUNDING STATUS

This SHOPP safety project was programmed in the 2014 SHOPP for $1,670,000 for construction in Fiscal Year (FY) 2014-15 and was sub-allocated by the Department for $1,994,000. Additional funds in the amount of $520,000 are needed in order to award the construction contract. This request for $520,000 in supplemental funds results in an overall increase of 26.1 percent over the original vote amount.

REASON FOR INCREASE

Bids for this project were opened on December 2, 2015. The Department received seven bids. The lowest bid was 5.6 percent over the Engineer's Estimate. The Department was proceeding to award the contract to the low bidder, however, the contractor dropped his bid and declined the contract because his subcontractor quit. The Department is proceeding to award the contract to the second low bidder which was 30 percent over the Engineer's Estimate. The Department is seeking supplemental funds in the amount of $520,000 to award this project to the second low bidder.

DETERMINATION

The Department has determined that re-advertising this project would not result in lower bids and recommends that this request for $520,000 be approved to allow this contract to be awarded.

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 Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(2)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-15-20**
1 $520,000 Department of Transportation OCTA Orange 12-ORA-73 16.4/16.6	In Laguna Beach, at northbound collector/distributor from El Toro Road on-ramp to Laguna Canyon Road (Route 133) off-ramp. Widen ramp terminal and modify signals. Outcome/Output: Supplemental funds are needed to Award. Total revised amount $2,514,000	12-4095H SHOPP/2013-14 302-0042 SHA 302-0890 FTF 20.20.201.010 SHOPP/2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010 1212000017 4 0M340	 $54,000 $1,940,000

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: March 16-17, 2016

Reference No.: 2.5e.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-15-21**

RECOMMENDATION

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional $1,336,520 in State Transportation Improvement Program - Regional Improvement Program (STIP-RIP) and $995,480 in State Highway Operation and Protection Program (SHOPP) funds, for a total of $2,332,000, for construction support for the I-80/SR12 Connector Project (PPNO 5301L) on Route 80 in Solano County.

ISSUE

Additional construction support funds are needed for one previously approved project in order to complete construction.

RESOLUTION

Resolved, that $2,332,000 be allocated using Budget Act Item 2660-001-0042, to provide funds to complete construction of the following project.

	Fund	Original Allocated Amount	Current Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Original Allocation
Dist-Co-Rte	TCIF	$ 7,040,000	$ 6,518,000	$ 0	$ 6,518,000	
04-SOL-80	STIP-RIP	$11,412,000	$11,412,000	$ 0	$11,412,000	
(Constr. Capital)	SHOPP	$ 8,500,000	$7,869,000	$ 0	$ 7,869,000	0.0%
	Total	$26,952,000	$25,799,000	$ 0	$25,799,000	

Dist-Co-Rte	Fund	Original Allocated Amount	Current Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Original Allocation
04-SOL-80	TCIF	$ 8,460,000	$ 8,460,000	$ 0	$ 8,460,000	
(Constr. Support)	STIP-RIP	$ 0	$ 0	$ 1,336,500	$ 1,336,500	27.6%
	SHOPP	$ 0	$ 0	$ 995,500	$ 995,500	
	Total	$ 8,460,000	$ 8,460,000	$ 2,332,000	$10,792,000	

PROJECT DESCRIPTION

This project is located on Interstate 80 from the I-80/SR-12 Separation to 0.7 mile east of Route 12 in the city of Fairfield in Solano County. The project will construct a two-lane west bound I-80 to west bound SR-12 connector and reconstruct the I-80/Green Valley Road interchange.

PROJECT LOCATION

FUNDING STATUS

The project is multi-funded and has a Proposition 1B Trade Corridor Improvement Fund (TCIF) baseline agreement. The project includes STIP-RIP and SHOPP construction capital funds and TCIF construction capital and construction support funds. In 2013, the Commission allocated $7,040,000 in construction capital and $8,460,000 in construction support from the TCIF program. The Commission also allocated $11,412,000 in STIP-RIP funds and $8,500,000 in SHOPP funds for construction capital. Two allocation amendments were approved by the Commission whereby the current allocation for TCIF and SHOPP construction capital were reduced to $6,518,000 and $7,869,000 respectively. Although the cost overrun is in construction support (totally funded from the TCIF program), Commission Guidelines and the signed baseline agreement preclude the use of Proposition 1B bond funds from covering project cost increases.

Construction is 70 percent complete. However, construction support is 95 percent expended, and additional funding for construction support is needed. Since the project is programmed in the STIP and SHOPP for construction capital, it is appropriate that the additional funding be carried by the STIP and SHOPP, proportionally. Therefore, additional funding of $1,336,520 in STIP-RIP and $995,480 in SHOPP for a total of $2,332,000 for construction support costs is being requested in order to complete the construction of this project.

REASONS FOR COST INCREASE

The construction support cost increase is due to constructability issues. During construction, it was identified that the proposed bridge abutment piles and wing walls are in conflict with a temporary retaining wall used for containing surcharge material. The purpose of the surcharge material is to compact the ground so the bridge abutments and wing walls will not experience differential settlement. The bridge abutment piles are skewed at a 3:1 horizontal to vertical angle and are in conflict with the temporary retaining wall.

Multiple re-design alternatives were studied to determine an effective solution with minimal project delay. The selected solution was not to construct the retaining wall and instead to use lightweight cellular concrete instead of ground surcharging. This resulted in the need for work re-sequencing. The new construction sequencing has changed the critical path of the project and has added 93 working days to the project schedule.

Because of these additional working days, more resources are needed in order to perform the additional construction administration work associated with the construction delay.

The Department has contacted the Solano Transportation Authority (STA) and discussed whether this construction support cost increase could be locally funded per the baseline agreement. The STA indicated there are no additional local funds available to contribute to this project.

DETERMINATION

The Department has determined that this request of $2,332,000 is needed in order to complete construction of this project.

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 Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(3)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-15-21**
1 $2,332,000 Department of Transportation MTC Solano 04-SOL-80 12/13.1	In Fairfield, from I-80/SR-12 Separation to 0.7 mile west of Route 12 in Fairfield. Install traffic signals and traffic operation system (TOS). (TCIF-SHOPP project) Supplemental funds are needed to Complete Construction. Total revised amount $35,744,000 (CEQA - EIR, 10/29/2012.) (NEPA - EIS, 12/7/2012.) Outcome/Output: Place 9 lane miles of pavement, 3 bridges, 10 retaining walls, relocate utilities, 2 new traffic signals, new traffic operations systems, 1.6 miles of bike/[pedestrian facilities.	04-5301L RIP/2012-13 301-0890 FTF 20.20.075.600 TCIF/2012-13 004-6056 TCIF 304-6056 TCIF 20.20.723.000 SHOPP/2012-13 302-0890 FTF 20.20.201.310 RIP/ 001-0042 SHA 20.10.075.600 SHOPP/ 001-0042 SHA 20.10.201.310 0400021131 3 0A534	$10,565,000 $8,460,000 $6,518,000 $7,869,000	$1,336,500 $995,500	$10,565,000 $8,460,000 $6,518,000 $7,869,000 $1,336,500 $995,500

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 75

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.5e.(5)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-15-23**

RECOMMENDATION

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional $4,600,000 in State Highway Operation and Protection Program (SHOPP) funds for the Interstate 10/605 (I-10/605) Interchange Improvement Project (PPNO 3529) on Interstate 10 in Los Angeles County.

ISSUE

Additional funds are needed for one previously approved project in order to complete construction.

RESOLUTION

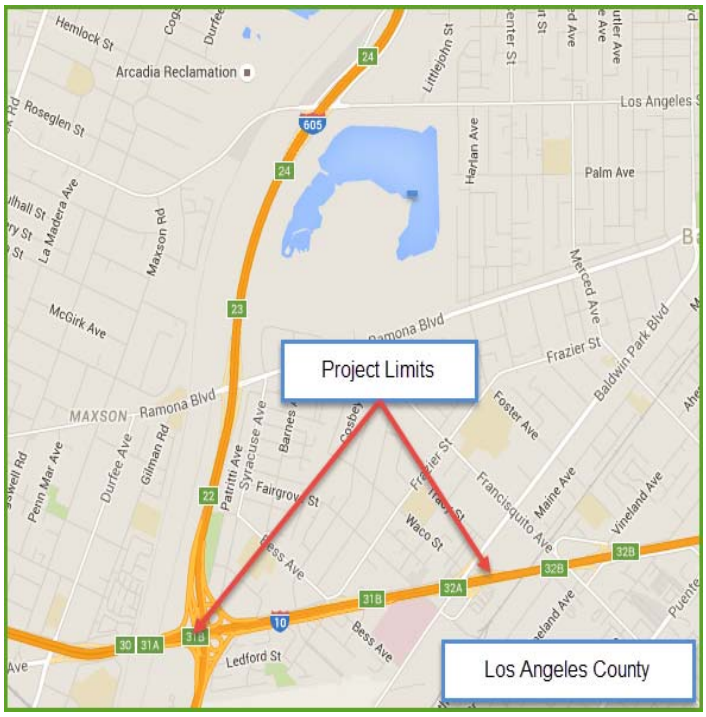
Resolved, that $4,600,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-302-0042 and 2660-302-0890, to provide funds to complete construction of the following project.

Dist-Co-Rte	Original Allocated Amount	Award Amount	Current Allotment	Allocation Adjustment	Revised Allocation	% Increase Above Award Amount
07-LA-10	$55,500,000	$51,650,000	$57,021,000	$4,600,000	$61,621,000	8.9%

PROJECT DESCRIPTION

This project is located in Los Angeles County in the city of Baldwin Park at Interstate 10/605. The project will construct an elevated direct connector from southbound Interstate 605 to eastbound Interstate 10. This is a design-build project.

PROJECT LOCATION



FUNDING STATUS

This project was programmed in the 2010 SHOPP for $55,500,000 and was allocated by the Commission in June 2011 for $55,500,000. The project was awarded in April 2012 for $51,650,000. The current allotment, including G-12 adjustments is $57,021,000.

Construction is anticipated to be completed in July 2016; however, an additional $4,600,000 is needed in order to complete the construction of this project.

REASONS FOR COST INCREASE

The cost increase is as result of delays associated with another project (I-10 HOV) within the same vicinity. The construction of this project was scheduled to begin after the completion of the I-10 HOV project. However, the I-10 HOV project was delayed for more than a year. The Department did not expect that the delay would be that long. This caused delays in the access to key areas of this project. Therefore, the contractor was granted an extension of 330 working days for this unforeseen delay associated with the I-10 HOV project.

Additional costs were incurred due to a Los Angeles Department of Water and Power (LADWP) utility relocation. Three power lines belonging to LADWP needed to be relocated. During the planning phase, the relocation was identified, and funds were programmed under the Right of Way Capital component for LADWP to relocate their lines. Since LADWP could not initiate their relocation efforts in a timely manner, the Department decided to purchase the eight needed poles and construct the needed foundation in order to expedite the relocation. Since Right of Way capital funds cannot be used to pay for construction Contract Change Orders (CCOs), the Department used project contingency funds for this project to pay for the utility relocation CCOs.

DETERMINATION

The Department has determined that this request of $4,600,000 is needed in order to pay the CCOs related to the delay and utility relocation and to complete the project construction contract.

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 Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(5)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-15-23**
1 $4,600,000 Department of Transportation LACMTA Los Angeles 07-LA-10 31.1/32.3	In Baldwin Park, at Route 605. Outcome/Output: Design and construct a connector and reconstruct connectors to reduce weaving and improve vehicle operations. Supplemental funds are needed to Complete Construction. Total revised amount $61,620,500	07-3529 SHOPP/2009-10 302-0042 SHA 302-0890 FTF 20.20.201.310	$165,000 $56,855,500		$165,000 $56,855,500
		SHOPP/2014-15 302-0042 SHA 302-0890 FTF 20.20.201.310 0700000431 4 24540		$92,000 $4,508,000	$92,000 $4,508,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

Tab 75

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.5e.(6)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-15-24**

RECOMMENDATION

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional $1,000,000 in State Highway Operation and Protection Program (SHOPP) funds for the Bridge Rehabilitation Project (PPNO 4147) on Route 18 in Los Angeles County.

ISSUE

Additional funds are needed for one previously approved project in order to complete construction.

RESOLUTION

Resolved, that $1,000,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-302-0042 and 2660-302-0890, to provide funds to complete construction of the following project.

Dist-Co-Rte	Original Allocated Amount	Award Amount	Current Allotment	Allocation Adjustment	Revised Allocation	% Increase Above Award Amount
07-LA-18	$2,301,000	$2,070,732	$2,731,000	$1,000,000	$3,731,000	48.3%

PROJECT DESCRIPTION

This project is located in Los Angeles County on Route 18, near the city of Palmdale, at Overhead No. 53-2331. It will replace the bridge deck, joint seals and bridge railing.

PROJECT LOCATION

FUNDING STATUS

This project was programmed in the 2012 SHOPP for $2,384,000 and was allocated by the Commission in August 2014, for $2,301,000. The project was awarded in January 2015, for $2,070,732. The current allotment, including G-12 allocation, is $2,731,000.

Construction is anticipated to be completed in September 2016. However, an additional $1,000,000 is needed in order to complete construction of this project.

REASONS FOR COST INCREASE

After the bridge deck was removed, it was observed that deck hinges had rusted and needed to be cut and replaced. Actual condition of the existing hinges cannot be assessed until after the bridge deck is removed. The replacement of the hinges consisted of cutting the existing hinges, placing mechanical couplers and then adding steel to reconstruct the hinges.

In addition, the contractor submitted claims related to project delays associated with the Railroad. The Railroad Company delayed the shop drawing review by three months. This delay also resulted in the need for railroad flaggers to stay longer on the project.

Additional funds are also needed to pay for the illumination of the Route 18 Oasis Road intersection. Due to safety concerns, Los Angeles County requested that this intersection be illuminated while Route 18 was closed.

San Bernardino County claims that the local roads used as detour for this project have been damaged and in need of repairs. The amount requested by San Bernardino County is being negotiated. Therefore, the Department may come back for additional funding request at a future Commission meeting.

DETERMINATION

The Department has determined that this request of $1,000,000 is needed in order to pay for the contract change orders and complete construction of this project.

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 Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(6)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-15-24**
1 $1,000,000 Department of Transportation LACMTA Los Angeles 07-LA-18 0.2	Near Palmdale at County Line Ovehead No. 53 -2331. Outcome/Output: Replace bridge deck, joint seals and railing to restore bridge load capacity. Supplemental funds are needed to Complete Construction. Total revised amount $3,731,000	07-4147 SHOPP/2013-14 302-0042 SHA 302-0890 FTF 20.20.201.110 SHOPP/2014-15 302-0042 SHA 302-0890 FTF 20.20.201.110 0700000516 4 27480	$111,500 $2,619,500	 $20,000 $980,000	$111,500 $2,619,500

State of California
DEPARTMENT OF TRANSPORTATION

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.5e.(7)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-15-25**

RECOMMENDATION

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional $1,000,000 in State Highway Operation and Protection Program (SHOPP) funds for the Repair Slope and Construct Retaining Wall project (PPNO 4619) on Route 39 in Los Angeles County.

ISSUE

Additional funds are needed for one previously approved project in order to complete construction.

RESOLUTION

Resolved, that $1,000,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-302-0042 and 2660-302-0890, to provide funds to complete construction of the following project.

Dist-Co-Rte	Original Allocated Amount	Award Amount	Current Allotment	Allocation Adjustment	Revised Allocation	% Increase Above Award Amount
07-LA-39	$1,441,000	$1,285,516	$1,511,000	$1,000,000	$2,511,000	77.8%

PROJECT DESCRIPTION

This project is located on Route 39 near Azusa in Angeles National Forest on San Gabriel Canyon Road in Los Angeles County. The project will construct a retaining wall and repair eroded slopes at two locations within the project scope.

PROJECT LOCATION

FUNDING STATUS

This project was programmed in the 2014 SHOPP for $2,000,000 and was allocated by the Commission in August 2014, for $1,441,000. The project was awarded in November 2014. The current allotment, including G12 adjustment, is $1,511,000.

Construction of the project is 61 percent complete, however an additional $1,000,000 is needed in order to complete construction of this project.

REASONS FOR COST INCREASE

This project is using a temporary traffic light signal to reduce the two-lane highway to a one-lane facility in order to construct retaining walls, barrier slabs and concrete barrier. However, the California Highway Patrol (CHP) has determined that the temporary signal is unsafe, after having observed many drivers violating the red light signal. The reason behind the high number of red light violations is due to the timing of the signal, which is 15 minutes long; the long duration of the signal is to accommodate bicyclists in the construction area climbing a steep grade. As a result, the temporary signal has been removed and flaggers have been added to control the traffic. Because of this change, the roadway has to be fully open to the public after construction activities end every day.

Due to removal of the temporary signal, additional activities have to be performed on a daily basis. These include the need to shift K-Rail every day to close one lane, remobilizing equipment and materials, and placing steel plates on the roadway to open traffic once construction ends every day. This results in a decrease in productivity and shorter work hours each day.

Additional cost is also related to the need to change the regular concrete to rapid set concrete to accommodate the repair and the re-opening of the lane closure every evening.

DETERMINATION

The Department has determined that this request of $1,000,000 is needed in order to complete construction.

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 Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(7)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-15-25**
1 $1,000,000 Department of Transportation LACMTA Los Angeles 07-LA-39 21.7/22.0	Near Azusa, in Angeles National Forest on San Gabriel Canyon Road. Outcome/Output: Repair eroded slopes by constructing two retaining walls. Supplemental funds are needed to Complete Construction. Total revised amount $2,511,000	07-4619 SHOPP/2013-14 302-0042 SHA 302-0890 FTF 20.20.201.131 SHOPP/2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131 0713000218 4 3X820	$229,500 $1,281,500	 $115,000 $885,000	$229,500 $1,281,500 $115,000 $885,000

State of California
DEPARTMENT OF TRANSPORTATION

California State Transportation Agency

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.5e.(8)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-15-26**

RECOMMENDATION

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional $58,540,000 in State Highway Operation and Protection Program (SHOPP) funds for the Schuyler Heim Bridge Replacement project (PPNO 0444E) on Route 47 in Los Angeles County.

ISSUE

Additional funds are needed for one previously approved project in order to complete construction.

RESOLUTION

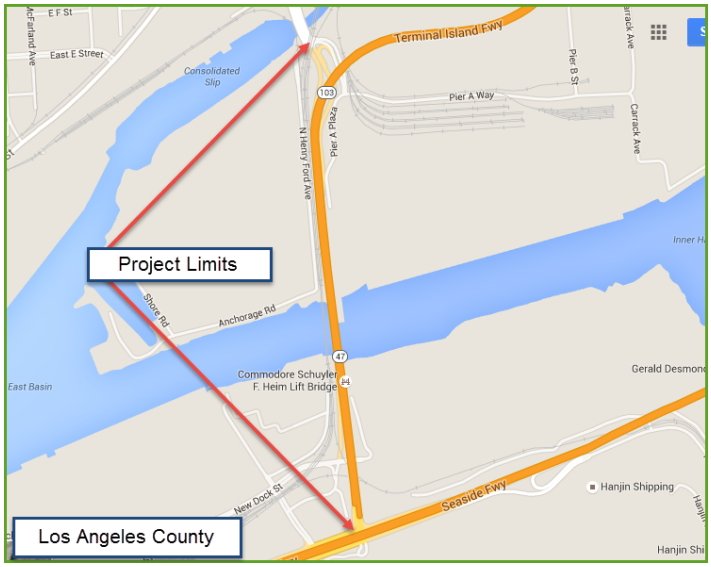
Resolved, that $58,540,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-302-0042 and 2660-302-0890, to provide funds to complete construction of the following project.

Dist-Co-Rte	Original Allocated Amount	Awarded Amount	Current Allotment	Allocation Adjustment	Revised Allocation	% Increase Above Awarded Amount
07-LA-47	$230,000,000	$210,347,000	$231,581,700	$58,540,000	$290,121,700	27.8%

PROJECT DESCRIPTION

This project is located in Los Angeles County, near the cities of Long Beach and Los Angeles, on Route 47 from Ocean Boulevard to the Route 103 Junction and on Route 103 from the Route 47 Junction to Anaheim Street. The project will replace a steel bridge with a cast-in-place pre-stressed concrete box Girder Bridge and ramps.

PROJECT LOCATION



FUNDING STATUS

This project was programmed in the 2010 SHOPP for $270,000,000 and was allocated by the Commission in August 2010, for $230,000,000. The project was awarded in June 2011 for $210,347,000. The current allotment including G-12 adjustment is $231,581,700.

Construction is anticipated to be completed in June 2019; however, an additional $58,540,000 is needed in order to complete construction of this project.

REASONS FOR COST INCREASE

This project is being constructed in two main stages. A portion of the new bridge is built next to the existing bridge, the other portion is built after demolition of the existing bridge is complete. The contractor submitted claims related to differing site condition and utility conflicts.

This supplemental funds request is based on the December 2015 update to the the Risk Management and Exposure Report. Using 50 percent confidence level, the potential cost overruns are identified below:

Claims related to Differing Site Condition:
Demolition of existing structure: The existing concrete bridge foundation supporting the large lift span portion of the bridge has been determined to be deeper and larger than what was identified in the contract documents. The existing foundation had settled over 10 feet from what was shown on the plans. In addition, it was discovered during construction that the existing foundation was irregular in shape and wider than expected (extra concrete pour). These unanticipated condition changes require the contractor to adopt means and method for bridge foundation demolition that differ from what was bid on this item.

Construction of the new structure: The contractor has submitted multiple claims regarding construction of the piles for the new bridge. The contractor had difficulty and large cost overruns while constructing the piles for the first stage of construction. The contractor claims this was due to differing site conditions. There is a high likelihood that similar difficulties will be encountered in the second stage of construction.

Claims related to Utility Conflicts: Numerous unknown utilities were encountered during construction which resulted in delays and impact to the project cost and schedule. There were delays in utility relocation of gas, oil and water lines at New Dock Street, and fiber optic and telephone lines. There is also an abandoned high pressure gas line that needs to be removed. There are Southern California Edison power lines that need to be relocated; however, the location of these lines were unknown. These lines were buried under the channel and were only identified during construction. Southern California Edison did not locate these power lines for the Department during design. Other submarine facilities and buried man-made objects discovered during construction needed to be removed.

The complexity of this project, the age of the existing structure, and the issues described above resulted in an overall construction delay of approximately 1.5 years. Cost increases associated with these issues and the escalation cost of labor and materials due to these delays were all identified in the Risk Management and Exposure Report.

DETERMINATION

The Department has determined that this request of $58,540,000 is needed in order to pay for the claims submitted by the contractor and to complete the construction contract.

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 Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(8)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-15-26**
1 $58,540,000 Department of Transportation LACMTA Los Angeles 07-LA-47 2.7/5.8	In the cities of Long Beach and Los Angeles from Ocean Boulevard to transition of Route 103 and Henry Ford Avenue along Route 47. Outcome/Output: Replace the Schuyler Heim Bridge (Bridge #53-2618) for seismic stability. Supplemental funds are needed to Complete Construction. Total revised amount $290,121,700	07-0444E SHOPP/2010-11 302-0042 SHA 302-0890 FTF SHO20	$110,000 $210,237,000		$110,000 $210,237,000
		SHOPP/2011-12 302-0890 FTF 20.20.201.110	$21,234,700		$21,234,700
		SHOPP/2014-15 302-0042 SHA 302-0890 FTF 20.20.201.110 0700000142 4 13820		$1,171,000 $57,369,000	$1,171,000 $57,369,000

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.5e.(9)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of Transportation
Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-15-27**

RECOMMENDATION

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional $1,400,000 in State Transportation Improvement Program (STIP) Regional Improvement Program (RIP) funds, and $1,300,000 in State Highway Operation and Protection Program (SHOPP), for a total of $2,700,000, for the Freeway Widening Project in Ventura County (EA 07-0607U).

ISSUE

Additional funds are needed for one previously approved project in order to close-out the construction contract.

RESOLUTION

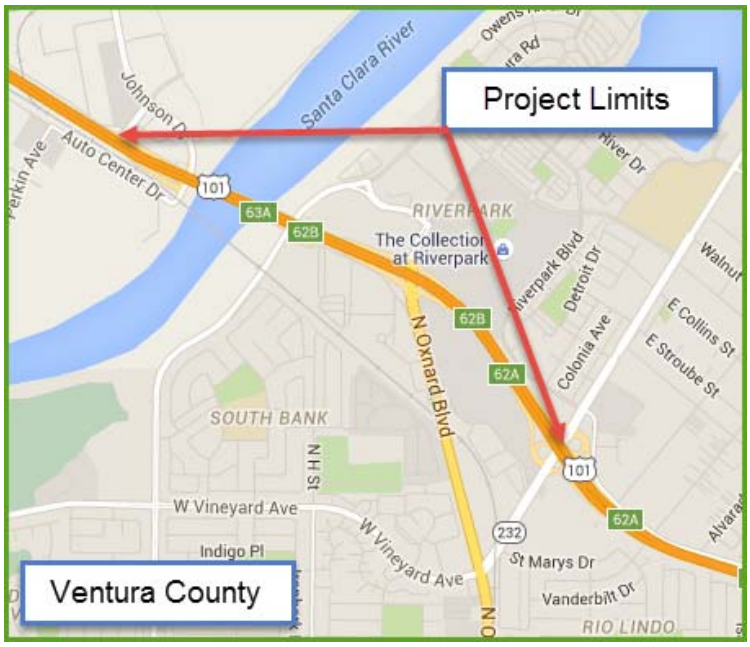
Resolved, that $2,700,000 be allocated from the Budget Act of 2015, Budget Act Item 2660-0042-3093 and Budget Act of 2014, Budget Act Items 2660-302-0042 and 2660-302-0890, to provide funds to close-out the construction contract of the following project.

Dist-Co-Route	Fund	Original Allocated Amount	Total Award Amount	Current Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Total Award Amount
07-Ven-101	STIP (RIP)	$ 53,295,000		$ 48,292,550	$1,400,000	$49,692,550	
	SHOPP	$ 37,640,000		$ 33,560,715	$1,300,000	$ 34,860,715	
	Total	$90,935,000	$83,710,000	$81,853,265	$2,700,000	$84,553,265	3.2%

PROJECT DESCRIPTION

The project is located on Route 101 in Ventura County in the cities of Oxnard and Ventura, from Route 323 to Montalvo Spur Overhead. The project will widen the roadway and bridges along this route.

PROJECT LOCATION



FUNDING STATUS

In December 2001, the Commission allocated $53,295,000 of STIP RIP funds and $37,640,000 of State Highway Operation and Prevention Plan (SHOPP) funds for a total of $86,855,000 for this project. The project was awarded for $83,710,000. Additional funds in the amount of $2,700,000 are needed in order to close-out the construction contract. The current allotment, including G-12 adjustment, is $81,853,265.

REASONS FOR COST INCREASE

Additional funds are needed to pay for the final settlement reached between the Department and the contractor. The contractor initially filed a claim for $20,000,000; however, after years of negotiations, the Department reached a final settlement with the contractor in the amount of $7,200,000. The Department paid $4,500,000 of the settlement amount to the contractor on December 1, 2015. The remaining $2,700,000 will be paid upon approval of this supplemental request.

When the project was bid, the Special Provisions indicated that access to the work site was unrestricted for the majority of the project. Once the contractor mobilized, various permitting agencies restricted access to a very limited area. The various permitting agencies required the Department to fence off and control access to the riverbed, thereby reducing the contractor's efficiency.

The Department suspended the work in the active channel because access to the Santa Clara River Bridge was not possible through the road shown on the Contract Plans. According to the Department of Fish and Game, the active river bed stated in the permit is between levee to levee; however, the Department's interpretation of the active river bed was the 10-foot wide water passing through the river. This suspension precluded the contractor from working on the controlling operation in the active channel, which is not in line with the Contract Special Provisions documents. This interpretation reduced the Contractor's work access by more than 50 percent.

The contract Special Provisions allowed work during winter months but the work times were restricted by various agencies after work commenced. The work restrictions for summer work and winter work essentially limited the contractor to work approximately six months out of the first two years.

The above factors resulted in the Department granting an additional 249 working days to the contractor to complete the work. The delays also resulted in the cost escalation of materials such as steel, concrete, and fuel.

DETERMINATION

The Department has determined that this request for $2,700,000 is needed in order to pay the contractor for the delays, labor and material escalation and close out the construction contract.

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 Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(9)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-15-27**
1 $1,400,000 Department of Transportation VCTC Ventura 07-VEN-101 22/R23.7	Near Oxnard from Route 232 to Johnson Drive. Supplemental funds are needed to Close-out Contract. Total revised amount $49,692,550 (Project is Combined with SHOPP EA 07-018640 PPNO 2194 under EA 07-0607U). Outcome/Output: Widen roadway, replace bridge, and modify interchanges.	07-1213M GF RIP/2001-02 301-0042 SHA 301-0890 FTF 20.20.075.413	$2,477,587 $21,627,426		$2,477,587 $21,627,426
		RIP/2001-02 301-0042 SHA 301-0890 FTF 20.20.075.613	$2,078,268 $18,247,085		$2,078,268 $18,247,085
		GF RIP/2003-04 301-0042 SHA 301-0890 FTF 20.20.075.400	$137,000 $1,063,000		$137,000 $1,063,000
		RIP/2003-04 301-0042 SHA 301-0890 FTF 20.20.075.600	$116,000 $897,000		$116,000 $897,000
		GF RIP/2004-05 301-0042 SHA 20.20.075.400	$14,987		$14,987
		RIP/2004-05 301-0042 SHA 20.20.075.600	$14,647		$14,647
		GF RIP/2005-06 301-0042 SHA 301-0890 FTF 20.20.075.400	$101,400 $777,000		$101,400 $777,000
		RIP/2005-06 301-0042 SHA 301-0890 FTF 20.20.075.600	$85,150 $656,000		$85,150 $656,000
		RIP/2015-16 301-0042 SHA 301-0890 FTF 20.20.075.600 0700000020		$28,000 $1,372,000	$28,000 $1,372,000

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 Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(9)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-15-27**
2 $1,300,000 Department of Transportation VCTC Ventura 07-VEN-101 R22/R23.7	Near Oxnard - Route 232 to Johnson Drive. Outcome/Output: Replace bridge (scour). Supplemental funds are needed to Close-out Contract. Total revised amount $34,860,715 (Project is Combined with STIP EA 07-06073 PPNO 1213M under EA 07-0607U).	07-2194 SHOPP/2001-02 302-0042 SHA 302-0890 FTF 20.20.201.111	$3,165,938 $27,724,062		$3,165,938 $27,724,062
		SHOPP/2003-04 302-0042 SHA 302-0890 FTF 20.20.201.111	$176,000 $1,361,000		$176,000 $1,361,000
		SHOPP/2004-05 302-0890 SHA 20.20.201.111	$8,265		$8,265
		SHOPP/2005-06 302-0042 SHA 302-0890 FTF 20.20.201.111	$129,450 $996,000		$129,450 $996,000
		SHOPP/2014-15 302-0042 SHA 302-0890 FTF 20.20.201.111		$26,000 $1,274,000	$26,000 $1,274,000
		4 18640			

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DEPARTMENT OF TRANSPORTATION

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Tab 79

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.5a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR MINOR PROJECTS**
RESOLUTION FP-15-31

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $4,361,000 for six State Highway Operation and Protection Program (SHOPP) Minor projects.

ISSUE:

The attached vote list describes six SHOPP projects for $4,361,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $4,361,000 be allocated from the Budget Act of 2015, Budget Act Items 2660-303-0042, 2660-302-0042, and 2660-302-0890 for six SHOPP Minor 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	EA Project ID Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5a. Minor Projects			**Resolution FP-15-31**	
1 $1,000,000 Butte 03-But-32 10.1/10.5	In the City of Chico, on State Route 32 from 0.1 mile west of State Route 99 to 0.3 mile east of State Route 99. **Outcome/Output:** Improve drainage systems, pedestrian movement, signals, signs, and rehabilitation of the existing roadway. (Capital Outlay Support: $0). (FCO Contribution Only)	1E491 0313000246 SHOPP	2015-16 302-0042 SHA 20.20.201.310	$1,000,000
2 $565,000 Los Angeles 07-LA-66 2.91	In the City of Pomona, at the intersection of Route 66 (Foothill Boulevard) and Summer Avenue. **Outcome/Output:** Install traffic signals and marked crosswalks. (Capital Outlay Support: $550,000). (CEQA -CE, 10/20/2015) (This is a substitute project for EA 07-4T810.)	4T710 0714000209 SHOPP	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.310	$11,000 $554,000
3 $867,000 Los Angeles 07-LA-118 R4.8	In Los Angeles County, westbound Route 118 at Tampa Avenue Off-ramp. **Outcome/Output:** Widen Off-ramp to improve intersection operations. (Capital Outlay Support: $778,000). (CEQA -CE, 6/30/2015) (Combined with a Local project, EA 07-28490, PPNO 4335.) (This is a substitute project for EA 07-4T790.)	2849U 0716000237 SHOPP	2015-16 302-0042 SHA 20.20.201.111	$867,000
4 $868,000 San Bernardino 08-SBd-38 38.6	In San Bernardino County, at Onyx Summit 0.7 mile south of Pipes Road. **Outcome/Output:** Construct sandhouse to increase storage capacity. (Capital Outlay Support: $675,000). (CEQA -CE, 2/4/2015) (This is a substitute project for EA 08-0N390.)	1F110 0814000160 SHOPP	2015-16 303-0042 SHA 20.20.201.352	$868,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	EA Project ID Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5a. Minor Projects			**Resolution FP-15-31**	
5 $723,000 San Bernardino 08-SBd-5718 L5718	In San Bernardino County, at the Mountain Pass Maintenance Station located at 94200 Clarke Mountain Road, Nipton, CA 92364. **Outcome/Output:** Improve security, operational efficiency and storm water compliance. (Capital Outlay Support: $875,000). (CEQA -CE, 5/1/2013) (NEPA -CE, 5/1/2013) (This is a substitute project for EA 08-0M480.)	0R850 0812000200 SHOPP	2015-16 303-0042 SHA 20.20.201.352	$723,000
6 $338,000 Inyo 09-Iny-395 76/77	In Inyo County, near Independence from 0.3 mile north of Shabbel Lane to Fort Independence Road. **Outcome/Output:** Median paving to reduce worker exposure. (Capital Outlay Support: $292,000). (CEQA -CE, 4/1/2015) (This is a substitute project for EA 09-35680.)	36210 0915000029 SHOPP	2015-16 302-0042 SHA 20.20.201.235	$338,000

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

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-15-32

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $46,125,000 for 15 projects programmed in the 2014 State Highway Operation and Protection Program (SHOPP) and $68,351,000 for nine additional projects amended into the SHOPP.

ISSUE:

The attached vote list describes 24 SHOPP projects totaling $114,476,000 programmed in Fiscal Year 2015-16. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $114,476,000 be allocated from the Budget Act of 2014, Budget Act Items 2660-302-0042 and 2660-302-0890, for 24 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.(1a) SHOPP Projects				**Resolution FP-15-32**
1 $4,747,000 Del Norte 01-DN-101 17.4	Near Crescent City, at 2.8 miles south of Mill Creek Campground park entrance road. Outcome/Output: Construct 500 foot retaining wall to permanently restore roadway damaged by storms in 2011. Preliminary Engineering / Programmed / Expended PA&ED $400,000 $92,323 PS&E $1,500,000 $830,767 R/W Supp $90,000 $8,148 (Construction Support: $2,000,000) (CEQA - CE, 12/30/2014.) (NEPA - CE, 12/30/2014.)	01-1078 SHOPP/15-16 $8,000,000 0112000112 4 0B280	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$544,000 $4,203,000
2 $3,253,000 Del Norte 01-DN-101 22.9	Near Crescent City, at 0.2 mile north of Hamilton Road. Outcome/Output: Construct soldier pile retaining wall to permanently restore roadway damaged by storms in 2011. Preliminary Engineering / Programmed / Expended PA&ED $107,000 $100,568 PS&E $1,550,000 $1,578,330 R/W Supp $120,000 $14,055 (Construction Support: $700,000) (CEQA - CE, 12/30/2014.) (NEPA - CE, 12/30/2014.)	01-1079 SHOPP/15-16 $2,960,000 0112000113 4 0B290	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$373,000 $2,880,000
3 $2,275,000 Humboldt 01-Hum-299 23.6/23.9	Near Willow Creek, from 1.2 to 1.5 miles east of Redwood Creek Bridge. Outcome/Output: Realign curve, widen shoulders, and improve roadway cross slopes to reduce the number and severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED $339,000 $670,177 PS&E $475,000 $0 R/W Supp $54,000 $3,091 (Construction Support: $416,000) (CEQA - CE, 9/1/2015.) (NEPA - CE, 9/1/2015.)	01-2307 SHOPP/15-16 $1,921,000 0100020290 4 0A370	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$45,000 $2,230,000

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.(1a)	**SHOPP Projects**			**Resolution FP-15-32**
4 $1,080,000 Mendocino 01-Men-101 42.1	Near Willits at South Willits Overhead No. 10-0001. Outcome/Output: Upgrade bridge rail, install bicycle railing, and upgrade approach guard rails to meet current standards. Preliminary Engineering / Programmed / Expended PA&ED $575,000 $636,455 PS&E $485,000 $324,170 R/W Supp $80,000 $5,781 (Construction Support: $550,000) (CEQA - CE, 1/20/2015.) (NEPA - CE, 1/20/2015.)	01-4453 SHOPP/15-16 $1,575,000 0100020336 4 29302	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.112	$22,000 $1,058,000
5 $5,316,000 Sacramento 03-Sac-Var. Var.	In various counties, on various routes at various locations. Outcome/Output: Upgrade 263 Traffic Monitoring Station (TMS) and Ramp Metering Station (RMS) elements. Preliminary Engineering / Programmed / Expended PA&ED $295,000 $658,310 PS&E $1,002,000 $0 R/W Supp $15,000 $0 (Construction Support: $600,000) (CEQA - CE, 5/11/2015.) (NEPA - CE, 5/11/2015.)	03-5840 SHOPP/15-16 $5,250,000 0313000198 4 3F840	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$106,000 $5,210,000
6 $708,000 Marin 04-Mrn-580 2.7	Near San Quentin at San Quentin Street Undercrossing. Outcome/Output: Repair failed slope and improve drainage. Preliminary Engineering / Programmed / Expended PA&ED $250,000 $253,306 PS&E $427,000 $428,536 R/W Supp $126,000 $37,362 (Construction Support: $243,000) (CEQA - CE, 10/26/2015.) (NEPA - CE, 10/26/2015.)	04-0327Q SHOPP/15-16 $896,000 0412000636 4 1SS59	2014-15 302-0042 SHA 20.20.201.131	$708,000

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.(1a) SHOPP Projects				**Resolution FP-15-32**
7 $1,454,000 Monterey 05-Mon-101 52.4/55.2	In and near Greenfield, from 0.3 mile south of South Greenfield Overcrossing to 0.4 mile north of North Greenfield Overcrossing; also near Soledad from 0.1 mile north of Arroyo Seco Road Overcrossing to Salinas River Bridge (PM 60.5/60.8). Outcome/Output: Remove fixed objects, upgrade guardrail and remove non-mountable curb and dike to reduce the number and severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED $0 $0 PS&E $1,429,000 $572,673 R/W Supp $19,000 $7,735 (Construction Support: $1,244,000) (CEQA - CE, 12/1/2015.) (NEPA - CE, 12/1/2015.)	05-2470 SHOPP/15-16 $3,114,000 0513000029 4 1E050	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$29,000 $1,425,000
8 $12,801,000 Santa Barbara 05-SB-154 R5.9/22.9	Near Santa Ynez, from Baseline Avenue to Cold Spring Canyon Bridge. Outcome/Output: Cold plane 42.6 lane miles of pavement and overlay with rubberized asphalt to extend pavement service life and improve ride quality. Construct concrete barrier transitions for guardrail at 14 locations. Preliminary Engineering / Programmed / Expended PA&ED $454,000 $110,847 PS&E $1,141,000 $483,258 R/W Supp $28,000 $14,632 (Construction Support: $1,451,000) (CEQA - CE, 9/14/2015.) (NEPA - CE, 9/14/2015.)	05-2428 SHOPP/15-16 $14,880,000 0512000238 4 1C830	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$256,000 $12,545,000
9 $2,928,000 Fresno 06-Fre-168 T30.2	In Prather, at Auberry Road. Outcome/Output: Construct single-lane roundabout to reduce the number and severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED $542,000 $923,794 PS&E $1,250,000 $1,373,872 R/W Supp $560,000 $259,094 (Construction Support: $650,000) (CEQA - ND, 5/27/2014.) (NEPA - CE, 5/27/2014.) (Future Consideration of Funding approved under Resolution E-14-36; August 2014.)	06-6623 SHOPP/15-16 $2,461,000 0600000301 4 0L340	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.010	$59,000 $2,869,000

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.(1a) SHOPP Projects				**Resolution FP-15-32**
10 $1,161,000 San Bernardino 08-SBd-15 R20.0/R23.0	Near Hesperia, from Cleghorn Road Undercrossing to 0.3 mile north of North Alray Overhead. Outcome/Output: Install vegetation control underneath metal beam guardrail at 18 locations to improve safety for highway workers. Preliminary Engineering / Programmed / Expended PA&ED $150,000 $112,457 PS&E $250,000 $235,576 R/W Supp $30,000 $7,141 (Construction Support: $290,000) (CEQA - CE, 8/6/2014.) (NEPA - CE, 8/6/2014.)	08-0170S SHOPP/15-16 $1,300,000 0812000094 4 0R450	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.235	$23,000 $1,138,000
11 $1,542,000 Merced 10-Mer-99 15.1/16.0	In the city of Merced, from O Street to north of Junction Route 140/59. Outcome/Output: Construct maintenance vehicle pullouts, weed control barriers, access roads, staircase, irrigation modifications and place mulch to improve highway worker safety at 12 locations. Preliminary Engineering / Programmed / Expended PA&ED $202,000 $123,005 PS&E $460,000 $509,667 R/W Supp $20,000 $0 (Construction Support: $407,000) (CEQA - CE, 10/31/2014.) (NEPA - CE, 10/31/2014.)	10-3021 SHOPP/15-16 $2,120,000 1013000093 4 0X630	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.235	$31,000 $1,511,000
12 $2,331,000 San Diego 11-SD-78 1.5/12.2	In San Diego County at various locations, from El Camino Real Overcrossing to 0.1 mile east of San Marcos Boulevard Undercrossing. Outcome/Output: Install access gates, replace metal beam guard rail with concrete barrier, pave beyond gore areas and construct maintenance vehicle pull outs to improve safety for highway workers at 26 locations. Preliminary Engineering / Programmed / Expended PA&ED $243,000 $254,256 PS&E $680,000 $636,201 R/W Supp $0 $0 (Construction Support: $706,000) (CEQA - CE, 10/20/2014.) (NEPA - CE, 10/26/2015.)	11-1096 SHOPP/15-16 $2,357,000 1112000050 4 40980	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.235	$47,000 $2,284,000

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.(1a) SHOPP Projects				**Resolution FP-15-32**
13 $2,179,000 San Diego 11-SD-VAR VAR	In San Diego County, at various locations. Outcome/Output: Construct gore areas and areas beyond the gore paving, install concrete barriers, crash cushion and guardrail systems and relocate roadside cabinets to improve safety for highway workers at 16 locations. Preliminary Engineering / Programmed / Expended PA&ED / $349,000 / $359,326 PS&E / $721,000 / $664,082 R/W Supp / $17,000 / $0 (Construction Support: $578,000) (CEQA - CE, 9/16/2015.) (NEPA - CE, 9/16/2015.)	11-1100 SHOPP/15-16 $2,448,000 1112000049 4 40970	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.235	$44,000 $2,135,000
14 $2,150,000 Orange 12-Ora-91 R0.0/R2.8	In La Palma and Buena Park, from Los Angeles County line to Stanton Avenue. Outcome/Output: Upgrade existing communication system by installing 2.8 miles of fiber optic cable, Closed Circuit Television and electronic equipment to increase the capacity to transmit and receive data and video signals between field elements and the Traffic Management Center. Preliminary Engineering / Programmed / Expended PA&ED / $322,000 / $249,574 PS&E / $538,000 / $602,190 R/W Supp / $20,000 / $12,668 (Construction Support: $430,000) (CEQA - CE, 10/8/2015.) (NEPA - CE, 10/8/2015.)	12-4506E SHOPP/15-16 $2,150,000 1214000038 4 0H243	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.315	$43,000 $2,107,000
15 $2,200,000 Orange 12-Ora-261 R0.0/6.2	In Irvine, from Walnut Avenue Overcrossing to Route 241. Outcome/Output: Install permanent irrigated ground cover, re-vegetate bioswales and vegetation buffers adjacent to surface drainage systems to reduce pollutants and sedimentation prior to reaching storm drains. Preliminary Engineering / Programmed / Expended PA&ED / $250,000 / $235,199 PS&E / $644,000 / $448,119 R/W Supp / $50,000 / $4,688 (Construction Support: $760,000) (CEQA - CE, 12/1/2014.) (NEPA - CE, 12/1/2014.)	12-4926D SHOPP/15-16 $2,200,000 1212000104 4 0J650	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.335	$44,000 $2,156,000

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.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution**
1 $2,381,000 Plumas 02-Plu-89 20.0/20.6	In Greenville, from 0.1 mile north of South Greenville Overhead to Hillside Drive. Outcome/Output: Rehabilitate 1.22 lane miles of roadway to improve safety and ride quality. Preliminary Engineering / Programmed / Expended PA&ED $14,000 $0 PS&E $390,000 $303,324 R/W Supp $115,000 $19,928 (Construction Support: $350,000) (CEQA - CE, 3/23/2015.) (NEPA - CE, 3/23/2015.) (SHOPP project EA 1H310, PPNO 3605 combined with STIP project EA 0E240, PPNO 3355 for construction under EA 0E24U, Project ID 0215000146.) (Related STIP Allocation (PPNO 3355) under Resolution FP-16-35; March 2016.)	02-3605 SHOPP/15-16 $2,000,000 0215000123 4 1H310	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.122	$48,000 $2,333,000
2 $450,000 Sacramento 03-Sac-16 T1.8/4.2	In and near the city of Sacramento, from Route 50 to Watt Avenue. Outcome/Output: Relinquish 2.38 lane miles of state highway. Preliminary Engineering / Programmed / Expended PA&ED $29,000 $0 PS&E $0 $0 R/W Supp $30,000 $0 (Construction Support: $0) (CEQA - CE, 1/11/2016.) This is a Financial Contribution Only (FCO) to the City of Sacramento and the County of Sacramento.	03-5991 SHOPP/15-16 $450,000 0314000275 4FCO 4F770	2014-15 302-0042 SHA 20.20.201.160	$450,000
3 $6,000,000 Alameda 04-Ala-Var. Var.	In Alameda and Contra Costa Counties, on various routes and at various locations. Outcome/Output: Establish service contracts to restore approximately 200 highway electrical Traffic Operation System (TOS) elements damaged by copper wire theft and to install theft deterrent measures. Preliminary Engineering / Programmed / Expended PA&ED $94,000 $96,399 PS&E $376,000 $115,621 R/W Supp $10,000 $420 (Construction Support: $1,120,000) (CEQA - CE, 10/7/2015.) (NEPA - CE, 10/7/2015.)	04-1488A SHOPP/15-16 $6,000,000 0415000100 4 3J200	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$120,000 $5,880,000

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.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution**
4 $8,000,000 Santa Clara 04-SCl-Var. Var.	In Santa Clara, San Francisco, and San Mateo Counties, on various routes and at various locations. Outcome/Output: Establish service contracts to restore approximately 267 highway electrical Traffic Operation System (TOS) elements damaged by copper wire theft and to install theft deterrent measures. Preliminary Engineering / Programmed / Expended PA&ED $158,000 $126,466 PS&E $632,000 $157,792 R/W Supp $10,000 $420 (Construction Support: $1,440,000) (CEQA - CE, 10/7/2015.) (NEPA - CE, 10/7/2015.)	04-1488E SHOPP/15-16 $8,000,000 0415000104 4 3J240	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$160,000 $7,840,000
5 $5,570,000 San Mateo 04-SM-82 Var.	In San Mateo County, on Routes 82 and 84 at various locations. Outcome/Output: Install pedestrian crosswalk safety enhancements such as markings, signs, and Pedestrian Hybrid Beacons (PHB) at unsignalized intersections to reduce the number and severity of collisions. Preliminary Engineering / Programmed / Expended PA&ED $450,000 $405,943 PS&E $840,000 $925,481 R/W Supp $108,000 $69,058 (Construction Support: $680,000) (CEQA - CE, 11/13/2014.) (NEPA - CE, 11/13/2014.)	04-0045G SHOPP/15-16 $5,570,000 0415000086 4 4G551	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.015	$111,000 $5,459,000
6 $4,000,000 Sonoma 04-Son-Var. Var.	In Sonoma, Marin, Napa, Sacramento, and Solano Counties, on various routes and at various locations. Outcome/Output: Establish service contracts to restore approximately 133 highway electrical Traffic Operation System (TOS) elements damaged by copper wire theft and to install theft deterrent measures. Preliminary Engineering / Programmed / Expended PA&ED $62,000 $67,250 PS&E $248,000 $114,193 R/W Supp $10,000 $589 (Construction Support: $960,000) (CEQA - CE, 10/7/2015.) (NEPA - CE, 10/7/2015.)	04-1488F SHOPP/15-16 $4,000,000 0415000105 4 3J250	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$80,000 $3,920,000

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.(1b)	**Projects Amended Into the SHOPP by Department Action**			**Resolution**
7 $4,367,000 Tulare 06-Tul-99 51.3/52.3	Near Kingsburg, from 0.5 mile south of Dodge Avenue to 0.2 mile south of Kings River. Outcome/Output: Replace concrete panels on number 2 lane with rapid set concrete. The number 3 lane and outside shoulder will be replaced with Jointed Plain Concrete Pavement. The existing asphalt concrete on the northbound Dodge Avenue on and off ramps will be removed and replaced with Hot Mixed Asphalt. A total of one lane mile of northbound roadway will be rehabilitated to improve safety and ride quality. Preliminary Engineering — Programmed / Expended PA&ED — $270,000 / $209,502 PS&E — $670,000 / $227,000 R/W Supp — $2,000 / $0 (Construction Support: $700,000) (CEQA - CE, 9/25/2015.) (NEPA - CE, 9/25/2015.)	06-6748 SHOPP/15-16 $3,944,000 0615000173 4 0T870	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.120	$87,000 $4,280,000
8 $12,071,000 Mono 09-Mno-395 106.3/120.5	In and near Walker, from East Side Lane to 1.7 miles north of Route 89; also from 0.9 mile south of the Nevada State line to the Nevada State line. Outcome/Output: Cold plane, recycle and overlay Hot Mix Asphalt on 32.2 lane miles of pavement. The project will extend pavement service life and improve ride quality. Preliminary Engineering — Programmed / Expended PA&ED — $30,000 / $0 PS&E — $505,000 / $400,515 R/W Supp — $0 / $0 (Construction Support: $1,033,000) (CEQA - CE, 6/3/2014.) (NEPA - CE, 2/25/2015.)	09-0650 SHOPP/15-16 $14,312,000 0914000038 4 36430	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.121	$241,000 $11,830,000
9 $25,512,000 San Joaquin 10-SJ-132 0.4/7.1	Near Vernalis, from east of Route 580 to Stanislaus County line. Outcome/Output: Rehabilitate 20.3 lane miles of roadway by cracking, seating and overlaying with asphalt, and upgrade guard rail and drainage. Preliminary Engineering — Programmed / Expended PA&ED — $1,035,000 / $1,051,483 PS&E — $2,024,000 / $1,347,440 R/W Supp — $315,000 / $8,950 (Construction Support: $3,334,000) (CEQA - CE, 11/24/2014.) (NEPA - CE, 11/24/2014.)	10-7835 SHOPP/15-16 $30,801,000 1013000073 4 0G820	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.122	$510,000 $25,002,000

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: March 16-17, 2016

Reference No.: 2.5d.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, Chief
Division of
Transportation Programming

Subject: **ALLOCATION FOR PROJECT WITH COSTS THAT EXCEED THE PROGRAMMED AMOUNT BY MORE THAN 20 PERCENT**
RESOLUTION FP-15-38

RECOMMENDATION

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $1,535,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE

Additional funds are needed for one programmed project in order to advertise the construction contract.

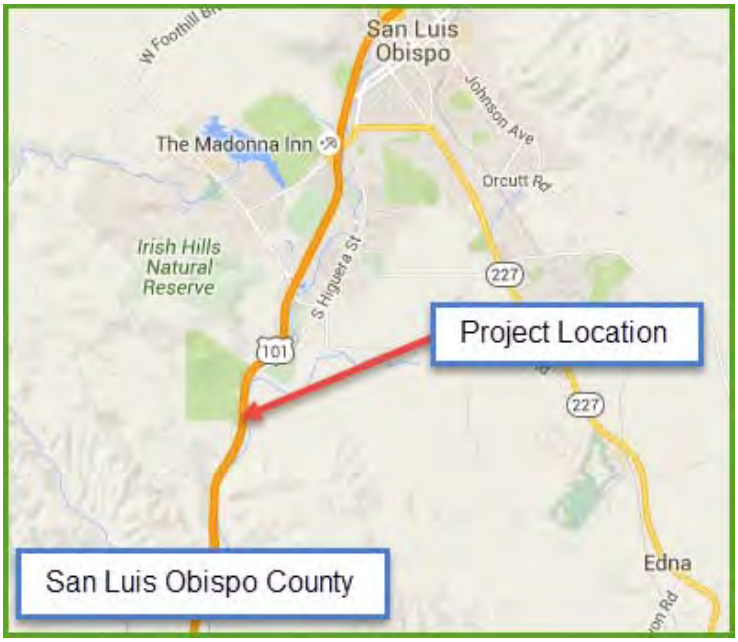
RESOLUTION

Resolved, that $1,535,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-302-0042 and 2660-302-0890, to provide funds to advertise the following project.

Dist-Co-Rte	Programmed Amount	Program Adjustment	Allocation Request	% Increase Above Programmed Amount
05-SLO-101	$995,000	$540,000	$1,535,000	54.3%

PROJECT DESCRIPTION

This project is located in San Luis Obispo County. The project will replace bridge rails in and near San Luis Obispo, located at 1.6 miles south of Los Osos Valley Road.



FUNDING STATUS

This project was amended into the 2014 SHOPP on July 7, 2015. It is currently programmed in Fiscal Year 2015-16 for $995,000. This allocation request for $1,535,000 is an increase of 54.3 percent above the programmed amount.

REASON FOR INCREASE

A trailer truck collision damaged the bridge rails at this location on October 8, 2014. This Permanent Damage Restoration project, to replace the bridge rails, was initiated and included in the 2014 SHOPP on July 7, 2015. The project was designed and delivered on January 21, 2016.

To quickly address the safety concern, the Department accelerated the programming of the project to expedite project delivery. During the design phase, the scope was refined and the estimate was updated. The estimate was adjusted upward from what was programmed for some structural items, asphalt items and traffic control.

DETERMINATION

The Department has determined that reducing the scope will not accomplish the need of the project and recommends that this request for $1,535,000 be approved to allow this project to be advertised.

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
2.5d.	**Allocation of Project with Cost that Exceed 20 Percent of the Programmed Amount**			**Resolution FP-15-38**
1 $1,535,000 San Luis Obispo 05-SLO-101 R24.3	Near San Luis Obispo, at Santa Fe Undercrossing Bridge No. 49-0115 R/L. Outcome/Output: Replace bridge rails damaged from a single vehicle trailer-tractor truck collision on October 8, 2014. The damaged rail and the remaining rails will be replaced with current standard rails. Preliminary Engineering / Programmed / Expended PA&ED / $0 / $0 PS&E / $418,000 / $209,025 R/W Supp / $22,000 / $487 (Construction Support: $494,000) (CEQA - CE, 7/21/2015.) (NEPA - CE, 7/21/2015.)	05-2606 SHOPP/15-16 $995,000 0515000032 4 1G460	2014-15 302-0042 SHA 302-0890 FTF 20.20.201.131	$31,000 $1,504,000

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: March 16-17, 2016

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-15-35

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $3,735,000 for the State administered State Transportation Improvement Program (STIP) Greenville SR89 Rehabilitation (PPNO 3355) project in Plumas County, on the State Highway System.

ISSUE:

The attached vote list describes the State administered STIP project on the State Highway System totaling $3,735,000, plus $2,381,000 from other sources. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $3,135,000 be allocated from the Budget Act of 2014, Budget Act Items 2660-301-0042 and 2660-301-0890 for construction and $600,000 for construction engineering for one State administered STIP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Phase 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 Project on the State Highway System**			**Resolution FP-15-35**
1 $3,735,000 Department of Transportation PCTC Plumas 02-Plu-89 20/20.6	Greenville SR89 Rehabilitation. In Greenville, on Route 89 between Hideaway Road and Mill Street. Upgrade sidewalks and curb ramps to meet ADA requirements. Final Project Development Support Estimate: $1,013,000 Programmed Amount: $968,000 Adjustments: (<20%) $0 Final Right of Way Right of Way Estimate: $743,000 Programmed Amount: $694,000 Adjustments: (<20%) $0 (CEQA - ND, 9/29/2010.) (NEPA - CE, 3/23/2015.) (Concurrent Consideration of Funding under Resolution E-16-09; March 2016.) (SHOPP project EA 1H310/Project ID 0215000123/PPNO 3605 combined with STIP project EA0E24U/Project ID 0215000146/PPNO 3355 for construction under EA 0E240/Project ID 0215000146.) (Related SHOPP Allocation (PPNO 3605) under Resolution FP-16-32; March 2016.) (Contribution from other sources: $2,381,000.) Outcome/Output: Install New Sidewalk, Linear Feet: 6040.0 New Sidewalk Bulb-outs: 15; New Curb Ramps: 23	02-3355 RIP/15-16 CON ENG $600,000 CONST $3,135,000 0200000023 4 0E240	001-0890 FTF 2014-15 301-0042 SHA 301-0890 FTF 20.20.075.600	$600,000 $63,000 $3,072,000

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: March 16-17, 2016

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-15-36**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $30,398,000 for 14 locally administered State Transportation Improvement Program (STIP) projects off the State Highway System, as follows:

- $27,215,000 for 10 STIP projects; and
- $3,183,000 for four STIP Programming, Planning, and Monitoring projects.

ISSUE:

The attached vote list describes 14 locally administered STIP projects off the State Highway System totaling $30,398,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $21,437,000 be allocated from the Budget Act of 2014, Budget Act Items 2660-101-0042 and 2660-101-0890 for three locally administered STIP projects and $8,961,000 be allocated from Non-Budget Act Item 2660-601-3093 for 11 locally administered STIP projects described on the attached vote list.

The Department recommends the Commission take into consideration prioritizing projects in accordance with the adopted STIP Allocation Plan set forth by Resolution G-15-25.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a)	**Locally Administered STIP Project Off the State Highway System**			**Resolution FP-15-36**
1 $1,550,000 County of Lassen LCTC 02-Lassen	County Rehab A. In Lassen County at ~~Moony~~ **Mooney** Road and ~~Eagle Lake~~ **Center** Road. Rehabilitate roadway . (CEQA - NOE, 11/6/2015.) (NEPA - CE, 01/19/2016.) Right of Way Certification: 1/20/2016 Outcome/Output: Improve ride-ability and safety of the road and extend pavement life.	02-2391 RIP/15-16 CONST $1,550,000 0216000058	2014-15 101-0890 FTF 20.30.600.621	$1,550,000
2 $992,000 City of Susanville LCTC 02-Lassen	City Rehabilitation SC2. In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities. (CEQA - NOE, 12/29/2014.) Right of Way Certification - 01/13/2016 Outcome/Output: Extend pavement life, and improve ride-ability.	02-2513 RIP/15-16 CONST $992,000 0214000127	2006-07 601-3093 TDIF 20.30.600.621	$992,000
3 $951,000 City of Susanville LCTC 02-Lassen	City Rehabilitation SC3. In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities. (CEQA - NOE, 12/29/2014.) Right of Way Certification - 01/13/2016. Outcome/Output: Extend pavement life and improve ride-ability.	02-2514 RIP/15-16 CONST $951,000 0214000128	2006-07 601-3093 TDIF 20.30.600.621	$951,000
4 $30,000 City of Susanville LCTC 02-Lassen	City Rehabilitation SC4. In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities. (CEQA - NOE, 1/8/2016.) Outcome/Output: Extend pavement life and improve ride-ability.	02-2515 RIP/15-16 PS&E $30,000 0215000104	2006-07 601-3093 TDIF 20.30.600.621	$30,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a)	**Locally Administered STIP Project Off the State Highway System**			**Resolution FP-15-36**
5 $30,000 City of Susanville LCTC 02-Lassen	City Rehabilitation SC5. In Susanville on various streets. Rehabilitate roadway, construct drainage improvements, repair base isolation and construct pedestrian facilities. (CEQA - NOE, 1/8/2016.) Outcome/Output: Extend pavement life and improve rideability.	02-2516 RIP/15-16 PS&E $30,000 0215000103	2006-07 601-3093 TDIF 20.30.600.621	$30,000
6 $1,450,000 Butte County BCAG 03-Butte	Neal Road and Cohasset Road Bike Project. On Neal Road from Oroville-Chico Highway to the Skyway and on the unicorporated portion of Cohasset Road from the Chico City Limits to the Cohasset School. Construct Class II bike lanes. (CEQA - MND, 04/22/2014.) (NEPA - CE, 08/21/2013.) (Future Consideration of Funding approved under Resolution E-14-40; August 2014.) Right of Way Certification: 01/07/2016 (Contribution from other sources: $197,864.) (CONST increase of $10,000 above the programmed amount to come from the County's unprogrammed share balance.) Outcome/Output: The construction of bike lanes and the installation of "Share the Road" and associated bike signage will enhance non-motorized transportation.	03-3124H RIP/15-16 CONST ~~$1,440,000~~ **$1,450,000** 0300020441	2014-15 101-0890 FTF 20.30.600.620	$1,450,000
7 $90,000 City of Watsonville SCCRTC 05-Santa Cruz	Monterey Bay Sanctuary Scenic Trail Network Segment 18. In Watsonville, along the Santa Cruz Branch Rail Line from Lee Road to Watsonville Slough Trail Connection. Construct bicycle/pedestrian trail adjacent to the rail line. (CEQA - FEIR, 1/20/2016.) (Future Consideration of Funding approved under Resolution E-16-07, January 2016) (Time Extension for FYI 14-15 PS&E expires on February 28, 2017.) Outcome/Output: Fill gaps in bike/pedestrian network. Increase accessibility, mobility, reduce VMT by increasing biking and walking. Improve safety for bike and pedestrians.	05-2552 RIP/14-15 PS&E $90,000 0515000134	2006-07 601-3093 TDIF 20.30.600.620	$90,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a)	**Locally Administered STIP Project Off the State Highway System**			**Resolution FP-15-36**
8 $800,000 Santa Cruz County SCCRTC 05-Santa Cruz	Freedom Boulevard Cape Seal. Near Aptos, on Freedom Boulevard from Route 1 to Pleasant Valley Road. Asphalt digout, cape seal, and restriping. (CEQA - NOE, 11/24/2015.) Right of Way Certification, 1/14/2016 Outcome/Output: Extend the life of the road.	05-2558 RIP/15-16 CONST $800,000 0516000084	2006-07 601-3093 TDIF 20.30.600.620	$800,000
9 $2,885,000 Inyo County ICLTC 09-Inyo	West Bishop Roadway Rehabilitation. In West Bishop, on various residential streets. Along Pa Me Lane, Sunset Drive, Snow Circle, Sundown Circle, Summer Haze Circle, Leisure Circle, Autumn Leaves Circle, Irene Street/ Way, Carol Lane, Sierra Vista Way, and Glenbrook Way. Reconstruct roadways. (CEQA - NOE, 4/26/2013.) Right of Way Certification, 1/14/2016 Outcome/Output: Rehabilitate and repave roads with severe transverse cracking. Improve safety, ride quality, maintainability and pavement life.	09-2599 RIP/15-16 CONST $2,885,000 0913000022	2006-07 601-3093 TDIF 20.30.600.621	$2,885,000
10 $18,437,000 SANDAG SANDAG 11-San Diego	Inland Rail Trail Phases - IIA, IIB, IIIA, IIIB. In the City of Vista, County of San Diego and City of San Marcos along the Sprinter Rail alignment from Melrose Drive to N. Pacific Street. Construct Class 1 Bike Path. (CEQA - MND, 9/26/2014.) (NEPA - CE, 8/5/2013.) (Concurrent Consideration of Funding under Resolution E-16-18; March 2016.) Right of Way Certification - 1/25/2016. (Contribution from local sources: $4,694,000.) Outcome/Output: Provide a safe and scenic route in north San Diego County with connections to other inner-city bike routes, Regional Class 1 Bike Paths, transit stations for extension of commute trips, a variety of businesses, residential communities, schools and recreational destinations within the proposed alignment. The use of this proposed project will attract both experienced and less experienced cyclists.	11-7421W RIP/14-15 CONST $18,437,000 1100020479	2014-15 101-0042 SHA 101-0890 FTF 20.30.600.620	$2,115,000 $16,322,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-15-36**
1 $34,000 Plumas County PCTC 02-Plumas	Planning, Programming and Monitoring	02-2057 RIP/15-16 CONST $34,000 0216000082	2006-07 601-3093 TDIF 20.30.600.670	$34,000
2 $3,098,000 LACMTA LACMTA 07-Los Angeles	Planning, Programming and Monitoring	07-9001 RIP/15-16 CONST $3,098,000 0716000199	2006-07 601-3093 TDIF 20.30.600.670	$3,098,000
3 $32,000 Amador County Transportation Commission ACTC 10-Amador	Planning, Programming and Monitoring	10-B1950 RIP/15-16 CONST $32,000 1016000118	2006-07 601-3093 TDIF 20.30.600.670	$32,000
4 $19,000 Imperial County ICTC 11-Imperial	Planning, Programming and Monitoring	11-7200 RIP/15-16 CONST $19,000 1116000087	2006-07 601-3093 TDIF 20.30.600.670	$19,000

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: March 16-17, 2016

Reference No.: 2.5c.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED EUREKA NON-FREEWAY ALTERNATIVE FUND PROJECT**
RESOLUTION FP-15-37

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $1,200,000 for the Eureka Waterfront Trail Phase A (PPNO 2069) Eureka Non-Freeway Alternative Program Project in Humboldt County.

ISSUE:

The attached vote list describes the locally administered Eureka Non-Freeway Alternative Fund project in Humboldt County totaling $1,200,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $1,200,000 be allocated from Non-Budget Act Item 2660-601-3093 for the locally administered Eureka Non-Freeway Alternative Fund project in Humboldt County as 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 Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(4)	**Eureka Non-Freeway Alternative Program Projects**			**Resolution FP-15-37**
1 $1,200,000 City of Eureka HCAOG 01-Humboldt	Eureka Waterfront Trail Phase A (Del Norte to Truesdale). In Eureka, on Waterfront Drive from Del Norte Street to Hilfiker Lane. Construct approximately 6,150 lineal feet of Class I multi-use trail. (Funded from Eureka Non Freeway Alternative Project Funds). (CEQA - MND, 01/22/2015.) (Future Consideration of Funding approved under Resolution E-15-03; January 2015.) This allocation for CON to come from the Eureka Non-Freeway Alternative Project Funds (State Only). Outcome/Output: The project is intended to encourage nature study, appreciation of the environmental and historic uses of the area, increase opportunities for active living to improve public health, increase safety of non-motorized transportation, improve public safety, and recover native vegetation community values where possible.	01-2069 ENFAP/15-16 CONST $1,200,000 0113000103	2006-07 601-3093 TDIF 20.30.600.620	$1,200,000

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: March 16-17, 2016

Reference No.: 2.6g.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM PROJECTS**
RESOLUTION TIRCP-1516-05

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $17,841,000 for two Transit and Intercity Rail Capital Program (TIRCP) projects.

ISSUE:

The attached vote list describes two TIRCP projects totaling $17,841,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $17,841,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-101-3228, and Budget Act of 2015, Budget Act Item 2660-301-0046 of Reimbursement Authority for the TIRCP projects described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6g.(1)	**Transit and Intercity Rail Capital Program Projects**			**Resolution TIRCP-1516-05**
1 $6,841,000 San Joaquin Regional Transit District SJCOG 10-San Joaquin	**Bus Rapid Transit Expansion - MLK and Crosstown Miner Corridors**. Construction of high-frequency, limited-stop Bus Rapid Transit services in two new corridors. Includes the purchase of 12 new diesel-hybrid buses. (CEQA - CE, 1/25/2016.) Outcome/Output: Increase ridership, reduce greenhouse gas emissions, improve safety, and integrate with local, regional, and state transit systems.	10-CP011 TIRCP/2015-16 CONST $6,841,000 0016000238 S T348GA	2014-15 101-3228 GGRF 30.10.070.000	$6,841,000
2 $11,000,000 Sonoma-Marin Area Rail Transit District MTC VAR-Various	**SMART Rail Car Capacity Project**. Purchase of four rail cars, two "A"cars and two "B" cars, for insertion to SMART's two-car Diesel Multiple Unit fleet for the 70 mile commuter rail project between Larkspur in Marin County and Cloverdale in Sonoma County. (Future Consideration of Funding approved under Resolution E-09-56; July 2009.) The original project scope included the purchase of three "C" cars. No additional costs are associated with the increased scope from the 3 to 4 cars. The four cars will allow for additional capacity; therefore, it is an improvement over the original project scope. Outcome/Output: Increase ridership, reduce greenhouse gas emissions, improve safety, and integrate with local and regional systems.	VAR-CP010 TIRCP/2015-16 CONST $11,000,000 0016000237 S R347GA	2015-16 301-0046R PTA 30.10.070.000	$11,000,000

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M e m o r a n d u m

Tab 86

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

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-1516-07**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $15,445,000 for 19 Active Transportation Program (ATP) projects.

ISSUE:

The attached vote list describes 19 ATP projects totaling $15,445,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $15,445,000 be allocated from the Budget Act of 2014 and Budget Act of 2015, 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 Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1516-07**
1 $46,000 City of Clearlake Lake CCAPC 01-Lake	**Phillips Avenue Class II Bicycle Lanes and Roadway Rehab**. This project will install Class II bicycle lanes along Phillips Avenue (residential collector street) and to rehabilitate middle 22 feet of the street and widen the existing section by four feet on each side to add Class II bicycle lanes and install signs, stripping and pavement markings. (Small Urban and Rural - ID 0017) (CEQA - NOE, 06/18/2015.) (NEPA - CE, 12/09/2015.) (Time Extension for FY 14-15 PS&E expires on March 31, 2016.) Outcome/Output: This project will improve safety and reducing vehicle conflicts with bicyclist and pedestrians, and increasing walking, bicycling and transit access and use.	01-3105 ATP/14-15 PS&E $46,000 0115000025	2014-15 108-0890 FTF 20.30.720.100	$46,000
2 $1,533,000 Sacramento County SACOG 03-Sacramento	**Howe Avenue Sidewalk Infill and Bike Lane Improvements**. On Howe Avenue, between Tallac Street and Marconi Avenue. Construct sidewalk, bike lanes, and upgrade the signalized intersection at Howe Avenue and Marconi Avenue. (Statewide - ID 0092) (CEQA - MND, 10/07/2014.) (Future Consideration of Funding approved under Resolution E-14-64; December 2014.) Right of Way Certification: 12/18/2015 Outcome/Output: The project will improve pedestrian, bicycle and vehicular traffic operation and safety and provide access to alternative modes of travel to reduce vehicle trips.	03-1678 ATP/15-16 CONST $1,533,000 0315000058	2015-16 108-0042 SHA 20.30.720.100	$1,533,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1516-07**
3 $858,000 Alameda County MTC 04-Alameda	**Hillside Elementary School Safe Routes to School Project**. This project will improve pedestrian access and promote walking in a disadvantaged community by constructing new sidewalk, curb, and gutter along 162nd Avenue between Liberty Street and East 14th Street. (MPO - ID 0117) (CEQA - CE, 06/30/2011.) (NEPA - CE, 01/06/2016.) Right of Way Certification: 01/20/2016 Outcome/Output: Provide a safe pedestrian environment for children and parents walking to and from the Hillside Elementary school.	04-2190P ATP/15-16 CONST $858,000 0416000254	2015-16 108-0890 FTF 20.30.720.100	$858,000
4 $1,876,000 County of Santa Clara MTC 04-Santa Clara	**Gilroy Moves**. The project is a Safe Routes Program that targets eight elementary and middle schools in the Gilroy Unified School District. In partnership with the Traffic Safe Communities Network, the County's goal is to increase walking and biking to school among students, and training local community partners and city department staff to teach family walking and bicycling safety classes and involving community stakeholders in development of suggested school route maps and traffic safety. (Non Infrastructure) (MPO - ID 0189) (CEQA - NOE, 2/2/2016.) (NEPA - CE, 11/13/2015.) Outcome/Output: This project will increase safe walking and bicycling to school and develop suggested routes to school maps. It will develop traffic safety media messages and school teaching materials in Spanish for use throughout Santa Clara County	04-2150C ATP/15-16 CONST $1,876,000 0416000266	2015-16 108-0890 FTF 20.30.720.100	$1,876,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1516-07**
5 $792,000 San Francisco Municipal Transportation Agency MTC 04-San Francisco	**San Francisco Citywide Bicycle Wayfinding Project**. Throughout San Francisco. Implement an effective bicycle wayfinding signage system. (MPO - ID 0196) (CEQA - EIR, 6/25/2009.) (Concurrent Consideration of Funding under Resolution E-16-17; March 2016 .) Right of Way Certification: 12/07/2015 (Contribution from other sources: $353,000.) Outcome/Output: Increase bicycle ridership by improving both the comfort of riding and the ability to navigate the bicycle network in San Francisco. Provide directions, distance or travel time to key destinations such as neighborhood and transit stations. Fill the system gap by providing direct guidance to bicyclists while promoting the feasibility of accessing key destination by bicycle for non-bicyclists.	04-2023D ATP/15-16 CONST $792,000 0416000167	2015-16 108-0042 SHA 20.30.720.100	$792,000
6 $1,644,000 City of Goleta SBCAG 05-Santa Barbara	**Hollister Class I Bike**. In Goleta, on Hollister Avenue from Ellwood School to Pacific Oaks. Reconstruct Hollister Avenue to reduce traveled way width. Reconstruct, median islands, add landscaped buffer area, and widen south sidewalk to Class I/Multipurpose path standards, including ADA curb ramps at all intersections. Traffic signal modification at various locations and addition of traffic signal at Cannon Green Drive. (Small Urban and Rural - ID 0242) (CEQA - NOE, 1/14/2016.) (Right of Way, 1/14/2016) (Contribution from other sources: $2,105,000.) (Time Extension for FY 14-15 CONST expires on March 31, 2016) Outcome/Output: Construct a Class I/Multi-purpose path to provide a separate, ADA compliant, buffered, pathway for active transportation use along Hollister Avenue. Provide a safe route to Ellwood School.	05-2611 ATP/14-15 CONST $1,644,000 0515000073	2014-15 108-0042 SHA 20.30.720.100	$1,644,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1516-07**
7 $312,000 UC Santa Cruz SCCRTC 05-Santa Cruz	**Great Meadow Bike Path Safety Improvements Project**. University of California, Santa Cruz campus, in Santa Cruz, CA at Great Meadow Bike Path near and at the intersection of the bike path with Village Road on campus.Realignment of a section of Class I Bike Path, grading changes, realignment of Village Road intersection with the bike path. (Small Urban and Rural - ID 0269) (CEQA - MND, 6/24/2015.) (Future Consideration of Funding approved under Resolution E-15-25; May 2015.) (Right of Way Certification: 9/7/2015.) Outcome/Output: Reduce high accident rate. Improve sight lines and allow cyclists to maintain control in downhill section with steep grades.	05-2612 ATP/15-16 CONST $312,000 0515000103	2015-16 108-0042 SHA 20.30.720.100	$312,000
8 $155,000 Fresno County FCOG 06-Fresno	**Riverdale Pedestrian Path; Hazel from Mt. Whitney to Stathem**. Construct pedestrian improvements on Stathem Avenue, Hazel Street, Mt. Whitney Avenue, and Feland Avenue. (MPO - ID M009) (CEQA - CE, 8/17/2015.) (NEPA - CE, 12/2/2015.) Outcome/Output: This project provides a safe path for students to walk that is separated from traffic and meets current ADA requirements.	06-6765 ATP/15-16 PS&E $120,000 R/W $35,000 0615000234	2015-16 108-0890 FTF 108-0890 FTF 20.30.720.100	$120,000 $35,000
9 $310,000 Kern County KCOG 06-Kern	**Horace Mann Pedestrian Improvements**. Construct curb, gutter and sidewalks. ADA curb ramps are also to be installed at various intersections with existing sidewalk. (Statewide - ID 0316) (CEQA - CE, 1/26/2016.) (NEPA - CE, 10/27/2015.) Right of Way Certification: 1/14/2016 Outcome/Output: This project will result in increased safety for pedestrians, encouraging further use of the pedestrian paths around Horace Mann Elementary School.	06-6748 ATP/15-16 CONST $310,000 0616000038	2015-16 108-0890 FTF 20.30.720.100	$310,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1516-07**
10 $1,570,000 City of Wasco KCOG 06-Kern	**Teresa Burke School & Filburn Walking Path**. Construct bike and pedestrian improvements. (Statewide - ID 0333) (CEQA - CE, 1/23/2015.) (NEPA - CE, 4/7/2015.) Right of Way Certification: 1/14/2016 Outcome/Output: Construct multi-use path, bike lanes, striping, crosswalks, lighting, trees, trashcans, benches and safety improvements along Filburn Avenue and the school route to Teresa Burke Elementary.	06-6751 ATP/15-16 CONST $1,570,000 0615000107	2015-16 108-0890 FTF 20.30.720.100	$1,570,000
11 $420,000 City of Wasco KCOG 06-Kern	**JL Prueitt Ped Improvements**. Construct bike and pedestrian improvements. (MPO - ID 0330) (CEQA - CE, 1/23/2015.) (NEPA - CE, 4/22/2015.) Right of Way Certification: 1/14/2016 Outcome/Output: Construct in-fill sidewalk, curb ramps and safety improvements at intersections that are top priorities for school administrators and parents to improve safety of pedestrians and bicyclists.	06-6775 ATP/15-16 CONST $420,000 0615000169	2015-16 108-0890 FTF 20.30.720.100	$420,000
12 $132,000 City of Los Angeles LACMTA 07-Los Angeles	**SRTS Hollywood HS and Selma Avenue ES**. Infrastructure Project to create low -stress, neighborhood-friendly pedestrian and bicycle linkages along several streets serving Hollywood High School and Selma Avenue in the city of Los Angeles. Network-level improvements will be focused within 1/4 mile of each school following 2010 Bike Plan streets designated as Bicycle Friendly Streets (BFS). (Statewide - ID 0431) (CEQA - NOE, 10/22/2014) (NEPA - CE, 01/19/2016) (Time Extension for FY 14-15 PS&E expires February 29, 2016) Outcome/Output: The project output will increase the proportion of walking and bicycling trips, increase safety and mobility of non-motorized users and enhance public health by reducing obesity.	07-4866 ATP/14-15 PS&E $132,000 0715000096	2014-15 108-0890 FTF 20.30.720.100	$132,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1516-07**
13 $172,000 City of Los Angeles LACMTA 07-Los Angeles	**Dolores Huerta Elem and Quincy Jones Elem SRTS**. This SRTS project will create neighborhood-friendly pedestrian and bicycle linkages serving Dolores Huerta Elementary School, 28th Street Elementary School, and Quincy Jones Elementary School in the City of Los Angeles. Improvements will be focused within ¼ mile of each school following the 2010 Bike Plan "Bicycle Friendly Streets (BFS)". (Statewide - ID 0434) (CEQA - NOE, 10/22/2014) (NEPA - CE, 01/19/2016) (Time Extension FY 14-15 PS&E expires February 29, 2016.) Outcome/Output: The project output will improve conditions for walking and bicycling to school; promote traffic calming environment, provide continous north-south and east-west linkages along low stress neighborhood friendly street network, improving citywide network connectivity; and improve public health and educational outcomes.	07-4872 ATP/14-15 PS&E $172,000 0715000101	2014-15 108-0890 FTF 20.30.720.100	$172,000
14 $3,660,000 ~~LA River Revitalization Corporation~~ **City of Los Angeles** LACMTA 07-Los Angeles	**North Atwater Non-Motorized Multimodal Bridge (La Kretz crossing) (LARRC)**. Project includes construction, outreach/education and data count equipment installation. The La Kretz Crossing crosses the LA River approximately one-half mile north of Los Feliz Boulevard in the City of Los Angeles. (Statewide - ID 0409) (CEQA - NOE, 09/17/2013) (NEPA - CE, 1/19/0016) Right of Way Certification: 01/20/2016 Outcome/Output: The construction of non-motorized multi-modal bridge would benefit the community/general public, by providing year-round connection and passage to Griffith Park.	07-4917 ATP/14-15 CONST $3,660,000 0716000218	2014-15 108-0890 FTF 20.30.720.100	$3,660,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1516-07**
15 $186,000 City of Indio RCTC 08-Riverside	**Andrew Jackson Elementary Pedestrian Improvements**. Sidewalk, curb ramps and driveways approaches, enhanced crosswalks with bulb-outs, and speed feedback signs. (Statewide - ID 0509) (CEQA - NOE, 12/22/2015.) Time extension for FY 14-15 PS&E expires on June 30, 2016. Outcome/Output: The project outcome will provide a safer means of transportation and promote a greater number of students to walk to and from the school.	08-1144 ATP/14-15 PS&E $186,000 0815000072	2014-15 108-0042 SHA 20.30.720.100	$186,000
16 $532,000 Riverside County RCTC 08-Riverside	**Pyrite Street Safe Routes to School Improvements**. Sidewalk, curb and gutter, curb ramps, driveway approaches, bus turnout, and pavement markings (Statewide - ID 0511) (CEQA - NOE, 1/29/2015.) Right of Way Certification: 1/19/2016 Outcome/Output: The project will provide a safer means of transportation and increase by 10% the number of students who bike or walk to school.	08-1160 ATP/15-16 CONST $532,000 0815000149	2015-16 108-0042 SHA 20.30.720.100	$532,000
17 $576,000 San Bernardino Associated Governments SANBAG 08-San Bernardino	**SANBAG Metrolink Station Accessibility Improvement Project**. Improve bicyclist and pedestrian access and safety to six Metrolink transit stations. (Statewide - ID 0561) (CEQA - pending) (NEPA - pending) Time extension for FY 14-15 PS&E expires on June 30, 2016. Outcome/Output: The project will enhance, connect, and extend Metrolink transit service to non-motorized users.	08-1166 ATP/14-15 PS&E $576,000 0814000124	2014-15 108-0890 FTF 20.30.720.100	$576,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1)	**Active Transportation Program Projects**			**Resolution FATP-1516-07**
18 $321,000 City of Ceres StanCOG 10-Stanislaus	**City of Ceres - Safe Routes to School on Don Pedro Road and Nadine Ave (Multiple Schools)**. The project will install hatched yellow and lighted crosswalks, close sidewalk gaps, improve existing sidewalks and ramps for accessibility. (MPO - ID 0631) (CEQA - NOE, 12/2/2014.) Right of Way Certification: 1/12/2016 Outcome/Output: The project outcome will provide students with safer routes to neighborhood schools.	10-3095 ATP/15-16 CONST $321,000 1015000077	2015-16 108-0042 SHA 20.30.720.100	$321,000
19 $350,000 La Jolla Band of Luiseno Indians SANDAG 11-San Diego	**La Jolla Active Transportation Project**. Reservation-wide multi-purpose trail. Install traffic signage. Install sidewalks on arterial roads. (Statewide - ID 0669) Time Extension for FY 14-15 PA&ED expires on June 30, 2016. Outcome/Output: Create a reservation-wide multi-purpose trail. Increase safety for non-motorized through installation of traffic signage. Augment Tribal health and knowledge through community outreach and address reduction in childhood obesity. Reduce Tribal community GHG emmissions.	11-1161 ATP/14-15 PA&ED $350,000 1116000106	2014-15 108-0890 FTF 20.30.720.100	$350,000

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California State Transportation Agency

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

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-1516-08

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $500,000 for two Active Transportation Program (ATP) projects programmed in Fiscal Year 2016-17. 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 $500,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $500,000 be allocated from the Budget Act of 2015, Budget Act Item 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 Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(2)	**Active Transportation Program Projects (Advancement)**			**Resolution FATP-1516-08**
1 $250,000 Shasta Regional Transportation Agency SRTA 02-Shasta	**GoShasta Active Transportation Plan**. Integrates local projects and policies into a regional plan, organizing data for small local agencies to prepare ATP applications, and providing the region's largest city with focused plan. (Non-Infrastructure) (Statewide - ID) (CEQA - Letter, 01/18/2016.) Outcome/Output: GoShasta planning effort benefits region with data collection, so smaller cities and county can prepare ATP applications.	02-2574 ATP/16-17 CONST $250,000 0216000078	2015-16 108-0042 SHA 20.30.720.100	$250,000
2 $250,000 Kern Council of Governments KCOG 06-Kern	**Kern Region Active Transportation Program Plan**. Develop inventory of existing bike and pedestrian infrastructure, identify deficiencies, and prioritize improvements. (Non-Infrastructure) (Statewide - ID) (CEQA - CE, 2/9/2016.) Outcome/Output: Planning document with prioritized list of projects.	06-6845 ATP/16-17 CONST $250,000 0616000111	2015-16 108-0042 SHA 20.30.720.100	$250,000

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Tab 88

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.8a.
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 16-06

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 five projects totaling $14,308,000 that are programmed in the Active Transportation Program (ATP) for Fiscal Year 2015-16. The agencies will not be able to request allocation of funds by the June 30, 2016 deadline. The attachment shows the details of the projects and the explanations 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 Clearlake Lake County PPNO: 01-3105 Phillips Avenue Class II Bicycle Lanes project	$0 $0 $0 $495 **$495**	4 Months 10/31/2016 Support
	The City of Clearlake (City) is requesting a four-month time extension to the period of allocation for the construction (CON) phase of the Phillips Avenue Class II Bicycle Lanes project. The City experienced unexpected delays during the Project Approval and Environmental Studies (PA&ED) phase of the project. During PA&ED, the City modified the scope of the project to include reconstruction of the existing roadway. The initial project included the addition of bike lanes, but the City felt that rehabilitating the roadway, signage and striping would result in a better project. The City pursued Community Development Block Grant funding for the expanded scope. Obtaining the additional funding and environmental clearance delayed PA&ED due to additional studies required by the scope change. The City anticipates requesting the CON allocation in October 2016. Therefore, the City is requesting a four-month time extension to the CON phase of the project to October 31, 2016.		
2	City of Monterey Monterey County PPNO: 05-2610 North Fremont Bike and Pedestrian Access and Safety Improvements project	$0 $0 $0 $5,638 **$5,638**	12 Months 06/30/2017 Support
	The City of Monterey (City) is requesting a 12-month time extension to the period of allocation for the construction (CON) phase of the North Fremont Bike and Pedestrian Access and Safety Improvements project. The City experienced unexpected delays during the Project Approval and Environmental Studies (PA&ED) and Right of Way (RW) phases. During preliminary engineering, the City identified six properties that required RW purchase. The RW properties are required in order to build American Disabilities Act (ADA) compliant ramps and traffic signals. RW Acquisition is a critical component of the project that determines the schedule and delivery of the Plans, Specifications and Estimates (PS&E). The delay in RW and PS&E documents has prohibited the City from advancing the project towards construction. The City anticipates that CON funds will be awarded by May 2017. To allow for any unanticipated delays, the City is requesting a 12-month time extension to the CON phase of the project to June 30, 2017.		
3	City of Ventura Ventura County PPNO: 07-4892 Ventura Westside Pedestrian and Bicycle Facility Improvements project	$0 $0 $0 $1,300 **$1,300**	12 Months 06/30/2017 Support
	The City of Ventura (City) is requesting a 12-month time extension to the period of allocation for the construction (CON) phase of the Ventura Westside Pedestrian and Bicycle Facility Improvements project. The City experienced unexpected delays during the design phase of the project. The Commission allocated the Plans, Specifications and Estimate (PS&E) funds in March 2015. The City went through their solicitation and selection process for their consultant. The City entered into a contract with their consultant in October 2015 and kicked off the project in early December 2015. However, the consultant notified the City in late December 2015 that the Project Manager would be leaving the firm. The consultant had to re-assemble a new project team and shift some of the workload from the prime consultant to one of the sub consultants, thus delaying the start of the project design until late January 2016. The City anticipates completing the project design in January 2017 and requesting the construction allocation by June 2017. Therefore, the City is requesting a 12-month time extension to the CON phase of the project to June 30, 2017.		

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	Omnitrans Various Counties PPNO: 07, 08-1165 West Valley Connector Corridor – Safe Routes to Transit	$0 $0 $0 $2,975 **$2,975**	12 Months 06/30/2017 Support
	Omnitrans is requesting a 12-month time extension to the period of allocation for the construction (CON) phase of the West Valley Connector Corridor, Safe Routes to Transit project. Omnitrans experienced unexpected delays during the environmental process. The Omintrans West Valley Connector Corridor – Safe Routes to Transit project (Project) is part of a larger Rapid Transit Corridor project. The Project's environmental clearance is tied with the environmental clearance for the larger rapid transit corridor project; the Programmatic Environmental Impact Report (EIR). Omnitrans experienced delays due to scope changes requiring an unanticipated higher level of environmental clearance on the larger rapid transit project. The scope for the Active Transportation Program project has not changed. However, delays in the environmental process have impacted the schedule for both. Omintrans anticipates receiving the environmental clearance in April 2016. Once environmental clearance is received, the Federal Highway Administration (FHWA) will allow Omnitrans to begin their final design work. The final design work accounts for the bulk of the effort required to complete the project's Plans, Specifications, and Estimates (PS&E) package, which is required for a construction allocation. Therefore, Omnitrans is requesting a 12-month time extension to the CON phase of the project to June 30, 2017.		
5	Coachella Valley Association of Governments Riverside County PPNO: 08-1019 CV Link project	$0 $0 $3,900 $0 **$3,900**	12 Months 06/30/2017 Support
	The Coachella Valley Association of Governments (CVAG) is requesting a 12-month time extension to the period of allocation for the Right of Way (RW) phase of the CV Link project. The City experienced unexpected delays during the environmental process. CVAG received their PA&ED allocation in October 2014 and commenced work soon after. CVAG encountered delays in finalizing the project description for environmental purposes due to member agencies requesting additional route alternative studies as part of the project. The process to incorporate those alternatives into the master plan and subsequent environmental work led to delays in obtaining clearance. CVAG anticipates obtaining environmental clearance by April 2017. To allow for any unforeseen issues, an additional two months is being requested. Therefore, CVAG is requesting a 12-month time extension to the RW phase of the project to June 30, 2017.		

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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: March 16-17, 2016

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 LOCALLY-ADMINISTERED STIP PROJECTS, PER RESOLUTION G-13-07**
WAIVER 16-07

RECOMMENDATION:

The California Department of Transportation (Department) 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 $650,000 for the construction of the locally-administered Eastern Sierra Scenic Byway Tourist Center (PPNO 2517C) State Transportation Improvement Program (STIP) project in Inyo County, identified on the attachment. The responsible agency has been unable to award the contract within six months of allocation. 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, 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 Section 14529.8 of the Government Code.

Attachment

Time Extension/Waiver – Project Contract Award Deadline
Local Streets and Roads Projects

Project #	Applicant County PPNO Project Description Reason for Project Delay	Extension Amount *Construction Only*	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	Inyo County Inyo County PPNO: 09-2517C Eastern Sierra Scenic Byway Tourist Center	$650,000	08/27/2015 FP-15-09 6 Months 08/31/2016 Support

Inyo County (County) is requesting a six-month extension to the period of contract award for the construction (CON) phase of the Eastern Sierra Scenic Byway Tourist Center project. The County experienced an unexpected delay in approval of its CON Authorization to Proceed (E76).

The County prepared their CON E76 request and submitted it to the Department in October 2015. The CON E76 approval encountered a delay due to Federal Aid Data System/Fiscal Management Information System (FADS 3.0/FMIS 5.0) upgrade. The Federal Highway Administration (FHWA) experienced program glitches with FADS/FMIS and FHWA has since corrected the issue. Approval was granted in January 2016. The County anticipated awarding the project in January 2016, but the project includes tree removal and due to the bird nesting season beginning in mid-February, awarding the project in the next couple of months will lead to unanticipated and substantial environmental costs. Therefore, the County is requesting a six-month extension from February 29, 2016 to August 31, 2016 to avoid the additional environmental costs and, advertise, review bids and award the project.

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Tab 90

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.8b.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Bruce De Terra, 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 16-08

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve time extensions for the period indicated for 24 State Highway Operation and Protection Program (SHOPP) projects described on the attachment.

ISSUE:

On August 27, 2015, the Commission allocated $232,329,000 for 24 SHOPP projects. In accordance with Resolution G-13-07, the deadline to award contracts for projects allocated in August 2015 is February 29, 2016. The Department will not be able to meet the deadlines for these projects and is requesting time extensions for the period of contract award. The attachment shows the details of each project and the delays that have resulted in the time extension request.

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.

Attachment

2.8b.(2) Time Extension / Waiver - Contract Award
Waiver 16-08

Project Number	Dist-PPNO	EA	County-Route	Description	Fund Source	Allocated Amount (x $1,000)	Allocation Date	Request Months	Request until end of (month-yr)
1	01-1082	0B320	DN-199	Near Patrick Creek, at 2.6 miles north of Patrick Creek Road. Construct soldier pile wall.	SHOPP	$2,000	8/27/15	6	Aug-2016
Reason for Delay: Bids opened on 11/10/15. Six bids were received. It was determined that the lowest bidder did not meet Disadvantaged Business Enterprise (DBE) goal requirements. A reconsideration hearing was held on 1/29/16 and a No Good Faith effort was upheld by the Hearing Committee (Committee). The subsequent low bidders are above Engineer's Estimate. In addition, the California Department of Transportation (Department) is currently performing a bid analysis due to the significant difference between the remaining bidders and the Engineer's Estimate. The six-month time extension will allow the Department sufficient time to process and award the project.									
2	03-5067	1F400	Pla-80	Near Colfax, from east of Long Ravine Underpass to 0.4 mile east of Magra Road. Construct truck climbing lane and shoulders. (Additional Contribution: 1,238,000 from Interstate Maintenance Discretionary funding.)	SHOPP	$42,362	8/27/15	6	Aug-2016
Reason for Delay: Bids were opened on 11/18/2015. Five bids were received. It was determined that the lowest bidder did not meet the DBE goal requirements. A reconsideration hearing was held on 2/10/16 and a No Good Faith effort was upheld by the Committee. The six-month time extension will allow the Department sufficient time to process and award the projects.									
3	04-0488H	1J320	Son-116	Near Guernville, 1.1 miles east of Mays Canyon Road. Repair embankment.	SHOPP	$1,714	8/27/15	6	Aug-2016
Reason for Delay: Bids opened on 10/29/15. Six bids were received. The lowest bidder did not meet DBE goal requirements and the Good Faith Effort has been determined inadequate on 1/21/16. The lowest bidder failed to confirm attendance for a reconsideration hearing and therefore was not eligible for award. The second and fourth lowest bidders received bid extensions through the end of February 2016. The evaluation of the remaining two bidders will take three months. An additional three months will be needed to re-advertise and award if it is determined the remaining bidders do not make a Good Faith Effort. The six-month time extension will allow the Department sufficient time to award the project.									
4	04-1480S	1J630	SCl-101	In and near Morgan Hill and San Jose, from East Dunne Avenue to 0.9 mile north of Silicon Valley Boulevard. Pavement rehabilitation.	SHOPP	$26,146	8/27/15	9	Nov-2016
Reason for Delay: Project was advertised on 10/19/15 with the Bid Opening date of 12/1/15. However, Bid Opening was extended to 1/12/16 due to five addendums that were prepared to address bidder inquiries. Seven bids were received. The lowest bidder did not meet the DBE goal requirements. In addition, the Department is currently performing a bid analysis due to the significant difference between the lowest bidder and the Engineer's Estimate. The nine-month time extension will allow the Department sufficient time to process and award the project.									

2.8b.(2) Time Extension / Waiver - Contract Award
Waiver 16-08

Project Number	Dist-PPNO	EA	County-Route	Description	Fund Source	Allocated Amount (x $1,000)	Allocation Date	Request Months	Request until end of (month-yr)
5	04-0277F	2G452	CC-680	Near Martinez, from East Martinez Underpass to 0.2 mile south of Marina Vista Avenue at various locations. Upgrade metal beam guard railing transitions to bridges and walls at 7 locations to meet current standards.	SHOPP	$354	8/27/15	6	Aug-2016
Reason for Delay: The Department delayed the project advertisement until January 2016 so that the project could be awarded in a time frame that would allow the contractor to comply with an environmental permit that restricts construction from September 2016 to February 2017. Project was advertised on 1/11/16 with bids opened on 2/3/16. Five bids were received. Assuming no bid protests, the contract will be awarded in March 2016, approved in April 2016, and work will start 55 days after contract approval, or June 2016. The six-month time extension will allow the Department sufficient time to process and award the project.									
6	04-1480S	2J070	Ala-880	In and near Fremont, Union City, Hayward, San Leandro and Oakland, from 0.4 mile south of Fremont Boulevard to 0.3 mile south of High Street. Install median concrete barriers. (Addtitonal contribution: $20,285,000 from MTC/BATA)	SHOPP	$35,840	8/27/15	9	Nov-2016
Reason for Delay: Project was advertised on 9/28/15. The Bid Opening date was delayed until 12/3/15 because four addendums were prepared to address bidder inquiries. Four bids were received. Bid protests were received in late December 2015. If no additional bid protests are received, a tentative schedule to award contract is set for March. The nine-month time extension will allow the Department sufficient time to process and award the projects in the event that all bids are rejected and the project needs to be re-packaged and re-advertised.									
7	04-0133T	4H222	Ala-580	In Oakland, from Fruitvale Avenue to Hollis Street; also on Route 24 at Westbound off-ramp to Market Street (PM R2.1). Rehabilitate pavement\curb ramps.	SHOPP	$2,808	8/27/15	9	Nov-2016
Reason for Delay: Bids opened on 11/5/15. Three bids were received. Lowest bid was 52 percent over the Engineer's Estimate. A supplemental funds request was submitted at January 2016 California Transportation Commission (CTC) meeting but the CTC denied the request. Therefore, all bids will be rejected and the contract will be re-packaged and re-advertised. The nine-month time extension will allow the Department sufficient time to process and award the project.									

2.8b.(2) Time Extension / Waiver - Contract Award
Waiver 16-08

Project Number	Dist-PPNO	EA	County-Route	Description	Fund Source	Allocated Amount (x $1,000)	Allocation Date	Request Months	Request until end of (month-yr)
8	07-4157	2750U	Ven-33	In and near the city of Ventura, from Route 101 to Casitas Vista Road; also in Thousand Oaks and Camarillo on Route 101, from north of S. Westlake Boulevard to north of Arneill Road (PM 1.2/14.1) at various locations. Storm water mitigation through erosion control.	SHOPP	$7,868	8/27/15	6	Aug-2016
Reason for Delay: Project was advertised on 10/5/15. Bids opened on 12/02/15. Five bids were received. The lowest bidder did not meet the DBE goal requirements. With this reason, the project will not meet the award deadline of February 2016. The six-month time extension will allow the Department sufficient time to award the project.									
9	07-4293	28270	LA-101	In the city of Los Angeles, from East 7th Street to 0.1 mile west of Ventura Boulevard Overcrossing at various locations. Install metal beam guardrail.	SHOPP	$10,631	8/27/15	6	Aug-2016
Reason for Delay: During the process of requesting funding from Federal Highway Administration (FHWA), it was discovered that the route and limits of the project were not consistent with what was included in the Federal Transportation Improvement Program (FTIP). Therefore, a formal FTIP amendment, which is only processed quarterly was required. This caused a delay to advertise and award the contract in a timely manner. The tentative advertising date is February 2016 and the bid opening date is April 2016. The six-month time extension will allow the Department sufficient time to award the project.									

2.8b.(2) Time Extension / Waiver - Contract Award
Waiver 16-08

Project Number	Dist-PPNO	EA	County-Route	Description	Fund Source	Allocated Amount (x $1,000)	Allocation Date	Request Months	Request until end of (month-yr)
10	07-4486	29000	LA-405	In various cities, from Main Street to Route 105 at various locations. Install concrete barrier and metal beam guardrail.	SHOPP	$12,899	8/27/15	3	May-2016
Reason for Delay: Bids opened on 12/17/15. Six bids were received. The lowest bid is 14.7 percent over the Engineer's Estimate. Since this is a complex traffic safety project involving high level of analysis and design, the Department needed more time to evaluate the bids, analyze the various options and determine the course of action. The Department is concurrently seeking a Supplemental Vote to award the project to the lowest bidder. The three-month time extension will allow the Department sufficient time to award the project.									
11	07-4497	29070	LA-47	In the city of Los Angeles, at Vincent Thomas Bridge No. 53-1471. Repair failing seismic and structural elements.	SHOPP	$10,650	8/27/15	6	Aug-2016
Reason for Delay: Bids opened on 11/18/15. Three bids were received. The lowest bid is 69 percent over the Engineer's Estimate. Since this seismic retrofit project is a very specialized, complex project involving high level of analysis and design, the Department needed more time to evaluate the bids, analyze various options and determine the course of action. The Department is concurrently seeking a Supplemental Vote to award the project to the lowest bidder. The six-month time extension will allow the Department sufficient time to award the project.									
12	07-4584	29460	LA-101	In the city of Los Angeles, from East 7th Street to North Figueroa Street. Improve safety for highway workers.	SHOPP	$1,588	8/27/15	6	Aug-2016
Reason for Delay: During the process of requesting funding from FHWA, it was discovered that the route and limits of the project were not consistent with what was included in the FTIP. Therefore, a formal FTIP amendment, which is only processed quarterly was required. This caused a delay to advertise and award the contract in a timely manner. The tentative advertising date is February 2016 and the bid opening date is April 2016. The six-month time extension will allow the Department sufficient time to award the project.									
13	07-4656	3X021	Ven-150	Near Ojai, from Polly Road and Salt Marsh Road. Install retaining wall to prevent additional storm related slope failure.	SHOPP	$4,737	8/27/15	6	Aug-2016
Reason for Delay: The Department delayed the project advertisement until March 2016 so that the project can be awarded in a time frame that will allow the contractor to comply with an environmental permits, which do not allow any construction activity from January 1 st to May 31st. Assuming no bid protests, the contract will be awarded in June 2016. With this schedule, the project will not meet the award deadline of February 2016. The six-month time extension will allow the Department sufficient time to award the project.									

2.8b.(2) Time Extension / Waiver - Contract Award
Waiver 16-08

Project Number	Dist-PPNO	EA	County-Route	Description	Fund Source	Allocated Amount (x $1,000)	Allocation Date	Request Months	Request until end of (month-yr)
14	07-4384	4Y850	LA-103	In the city of Los Angeles, at Anaheim Street Overhead Bridge No 53-2627. Paint bridge.	SHOPP	$5,499	8/27/15	3	May-2016
Reason for Delay: A cost increase for the project was approved by the CTC in late August 2015. A formal FTIP amendment with the increased dollar amount is necessary to advertise the project. The revised FTIP has been approved. The project will not meet the award deadline of February 2016. The three-month time extension will allow the Department sufficient time to award the project.									
15	08-0252Q	OG780	Riv-215	In and near the cities of Murrieta, Menifee, Perris, Riverside and Moreno Valley, from 0.5 mile south of Route 15 to 0.5 mile north of Route 60. Install traffic management system (TMS) elements.	SHOPP	$7,840	8/27/15	4	Jun-2016
Reason for Delay: FHWA updated its Financial Management Information System earlier this year, and although the project was packaged for Federal Authorization prior to allocation, the Department was not able to efficiently transition the project into the updated system. The Federal Authorization was obtained on 11/13/15. This caused a delay in scheduling for advertisement. The project was advertised on 12/7/15 and bids opened on 1/21/16. Additional time is needed to evaluate the DBE goal requirements of the lowest bidder. The four-month time extension will allow the Department sufficient time to award the project.									
16	08-0253F	0G900	SBd-247	In Landers, from Hadley Road to 0.1 mile north of Boone Avenue. Construct paved shoulders.	SHOPP	$11,083	8/27/15	4	Jun-2016
Reason for Delay: FHWA updated its Financial Management Information System earlier this year, and although the project was packaged for Federal Authorization prior to allocation, the Department was not able to efficiently transition the project into the updated system. The Federal Authorization was obtained on 11/12/15. This caused a delay in scheduling for advertisement. The project was advertised on 1/21/16 and has bid opening on 2/24/16. The project will not meet the award deadline of February 2016. The four-month time extension will allow the Department sufficient time to award the project.									
17	08-0187G	0J990	SBd-18	In Big Bear Lake, from Pine Knot Avenue to Stanfield cutoff. Replace and repair damaged sidewalks, curbs and gutters.	SHOPP	$3,296	8/27/15	4	Jun-2016
Reason for Delay: FHWA updated its Financial Management Information System earlier this year, and although the project was packaged for Federal Authorization prior to allocation, the Department was not able to efficiently transition the project into the updated system. The Federal Authorization was obtained on 11/16/15. This caused a delay in scheduling for advertisement. The project was advertised on 12/21/15, and has bid opening on 2/24/16. The project will not meet the award deadline of February 2016. The four-month time extension will allow the Department sufficient time to award the project.									

2.8b.(2) Time Extension / Waiver - Contract Award
Waiver 16-08

Project Number	Dist-PPNO	EA	County-Route	Description	Fund Source	Allocated Amount (x $1,000)	Allocation Date	Request Months	Request until end of (month-yr)
18	08-0206T	0N550	SBd-40	Near Fenner from 0.7 mile west to 0.6 mile east of Watson Wash Bridge No. 54-0805L. Replace bridge.	SHOPP	$9,362	8/27/15	2	Apr-2016
Reason for Delay: FHWA updated its Financial Management Information System earlier this year, and although the project was packaged for Federal Authorization prior to allocation, the Department was not able to efficiently transition the project into the updated system. The Federal Authorization was obtained on 11/18/15. This caused a delay in scheduling for advertisement. The project was advertised on 12/21/15 and bids opened on 2/9/16. The project will not meet the award deadline of February 2016. The two-month time extension will allow the Department sufficient time to award the project.									
19	08-0040M	1C091	Riv-60	In and near the cities of Riverside, Moreno Valley and Beaumont, from Route 215 to Gilman Springs Road; also west of Jack Rabbit Trail to Route 10 (PM 26.5 to 30.4). Rehabilitate pavement.	SHOPP	$20,923	8/27/15	4	Jun-2016
Reason for Delay: FHWA updated its Financial Management Information System earlier this year, and although the project was packaged for Federal Authorization prior to allocation, the Department was not able to efficiently transition the project into the updated system. The Federal Authorization was obtained on 11/12/15. This caused a delay in scheduling for advertisement. The project was advertised on 12/7/15 and has bid opening on 2/24/16. The project will not meet the award deadline of February 2016. The four-month time extension will allow the Department sufficient time to award the project.									
20	08-0111C	1C400	Riv-215	In and near the cities of Moreno Valley, Perris and Riverside, at various bridge locations. Repair bridge decks.	SHOPP	$1,298	8/27/15	4	Jun-2016
Reason for Delay: FHWA updated its Financial Management Information System earlier this year, and although the project was packaged for Federal Authorization prior to allocation, the Department was not able to efficiently transition the project into the updated system. The Federal Authorization was obtained on 11/13/15. This caused a delay in scheduling for advertisement. The project was advertised on 12/21/15, and bids opened on 2/4/16. The project will not meet the award deadline of February 2016. The four-month time extension will allow the Department sufficient time to award the project.									
21	12-4928B	0H226	Ora-405	In and near Irvine and Costa Mesa, from Route 5 to Route 55. Upgrade existing communication cables with fiber optic cables, install new electronic equipment and upgrade CCTV system.	SHOPP	$3,515	8/27/15	4	Jun-2016
Reason for Delay: Project was advertised on 11/23/15. Bids were opened on 1/5/16. Bid opening was delayed due to large amount of bidder inquiries that needed to be addressed through the addenda process. Five bids were received. The lowest bidder did not meet DBE goal requirements. The project will not meet the award deadline of February 2016. The four-month time extension will allow the Department sufficient time to award the project.									

2.8b.(2) Time Extension / Waiver - Contract Award
Waiver 16-08

Project Number	Dist-PPNO	EA	County-Route	Description	Fund Source	Allocated Amount (x $1,000)	Allocation Date	Request Months	Request until end of (month-yr)
22	12-2769D	0N220	Ora-5	In Irvine at the Traffic Management Center (TMC) at Sand Canyon Avenue. Upgrade the existing audio-visual (AV) system.	SHOPP	$3,100	8/27/2015	8	Oct-2016
Reason for Delay: Bids were opened on 12/16/15. Three bids were received. It was determined that all three bidders for this project were not eligible and the project will need to be re-advertised. The revised schedule for advertisement was 2/22/16, bid opening on 4/18/16, and the project is estimated to be awarded on 10/31/16. The eight-month time extension will allow the Department sufficient time to award the project.									
23	12-2530G	0N780	Ora-5	In various cities on Routes 5, 73, 241 and 261 at various locations. Upgrade the existing analog closed circuit televisions to high-definition along freeway segments.	SHOPP	$3,815	8/27/15	4	Jun-2016
Reason for Delay: Project was advertised on 11/23/15. Bids were opened on 1/5/16. Bid opening was delayed due to large amount of bidder inquiries that needed to be addressed through the addenda process. Five bids were received. The lowest bidder did not meet DBE goal requirements. The project will not meet the award deadline of February 2016. The four-month time extension will allow the Department sufficient time to award the project.									
24	12-2864B	0N800	Ora-22	In Orange County on Routes 22, 57, and 405 at various locations. Install computer hardware at various hubs and controller cabinets to provide for Internet Protocol (IP) based ethernet communications with field elements.	SHOPP	$3,001	8/27/15	4	Jun-2016
Reason for Delay: Project was advertised on 11/23/15. Bids were opened on 1/5/16. Bid opening was delayed due to large amount of bidder inquiries that needed to be addressed through addenda. Five bids were received. The lowest bidder did not meet DBE goal requirements. The project will not meet the award deadline of February 2016. The four-month time extension will allow the Department sufficient time to award the project.									

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.8b.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR PROPOSITION 1A HIGH-SPEED PASSENGER TRAIN BOND (HSPTB) PROJECTS, PER HSPTB GUIDELINES WAIVER 16-09**

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) approve a 12 month extension for the period of contract award to February 27, 2017, for the Altamont Corridor Express (ACE) Stockton Passenger Track Extension project.

ISSUE:

In August 2015, the Commission approved a partial allocation of $5,319,000 in Proposition 1A High-Speed Passenger Train Bond (HSPTB) funds to the San Joaquin Regional Rail Commission (SJRRC) for the ACE Stockton Passenger Track Extension Phase 2A project. The award of a construction contract was expected by December 2015; however, due to prolonged negotiations with the Union Pacific Railroad Company (UPRR) on the project plans, the SJRRC has been unable to enter into a third party contract with the UPRR. The track clearance requirements and the final track geometry need to be negotiated and approved by the UPRR to meet strict standards. The SJRRC remains in constant contact with the UPRR to propose track geometries that provide for safe railroad operations while staying within the existing right-of-way. The project is anticipated to be complete in Fiscal Year 2017-18.

Therefore, the SJRRC respectfully requests a 12 month extension for the period of contract award to February 27, 2017.

BACKGROUND:

In February 2010, the Commission adopted Proposition 1A HSPTB Guidelines (Resolution HST1A-G-0910-01) which require the agency implementing a project to request a time extension if the project will not be awarded within six months of the allocation.

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16–17, 2016

Reference No.: 2.8b.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR STATE ADMINISTERED PROJECTS ON THE AERONAUTICS PROGRAM OF PROJECTS PER AERONAUTICS GUIDELINES**
WAIVER 16-10

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission), extend the period of contract award for the Aeronautic Acquisition and Development (A&D) projects listed on the attached document for the time period shown.

ISSUE:

The Commission allocated $522,000 for the construction of two A&D projects identified on the attachment. The responsible agencies have been unable to award the contracts within 12 months of allocation. The attachment describes the details of the projects and the explanations for the delays. The respective agencies request extensions, and the planning agencies concurs.

BACKGROUND:

Current Aeronautics Guidelines, adopted under Resolution G-14-03, stipulate that the agency implementing a project may request a time extension if the project will not be awarded within 12 months of the allocation. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months accordance with Government Code Section 14529.8.

Attachment

Time Extension/Waiver – Project Contract Award Deadline
Acquisition and Development 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	Ruth Airport Trinity County Tri-7-14-1 Ruth Airport – Runway Overlay and Restripe Pavement Project	$432,000	3/26/2015 FDOA-2014-07 6 Months 9/26/2016 Support
	The County of Trinity (County) is requesting a six-month extension to the period of contract award for the construction (CON) phase of the Ruth Airport – Runway Overlay and Restripe project. The County experienced an unexpected delay in awarding the project. The County received the CON allocation in March 2015. This project was intended to be designed in-house by the County's small engineering team. However, in mid-summer, major fires broke out all over the County and as a result, the County had to divert their resources including the County Engineering Team to address priority fire related issues. The County has returned to working on the project with available staff to complete the Plans, Specifications & Estimate (PS&E). Most of the work required on the PS&E for the Ruth Airport project is completed, except the project specifications and minor detailing needed to be finalized. The County will not be able to award the project until at least June, 2016. The County respectfully requests an extension of six months, to September 26, 2016, to ensure the County can award within the extended time limit.		
2	Trinity Center Airport Trinity County Tri-8-14-1 Trinity Center Airport – Slurry Seal Apron, Taxiway, and Restripe Pavement Project	$90,000	5/28/2015 FDOA-2014-08 6 Months 11/28/2016 Support
	The County of Trinity (County) is requesting a six-month extension to the period of contract award for the construction (CON) phase of the Trinity Center Airport – Slurry Seal Apron, Taxiway, and Restripe Pavement project. The County experienced an unexpected delay in awarding the project. The County received the CON allocation in May 2015. This project was intended to be designed in-house by the County's small engineering team. However, in mid-summer, major fires broke out all over the County and as a result, the County had to divert their resources including the County Engineering Team to address priority fire related issues. The County has returned to working on the project with available staff to complete the PS&E. The County will not be able to award the project until at least August, 2016. The County respectfully requests an extension of six months, to November 28, 2016, to ensure the County can award within the extended time limit.		

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.8d.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **POST FACT REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT EXPENDITURES FOR LOCALLY-ADMINISTERED STIP PROJECTS, PER STIP GUIDELINES**
WAIVER 16-12

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) consider an extension to the period of project development expenditure for the time period identified for the project on the attached document.

ISSUE:

The attached list identifies the locally-administered Sir Francis Drake Boulevard Westbound Class II Bike Lane (PPNO 2127Q) State Transportation Improvement Program (STIP) project totaling $57,000. The Commission allocated the funds in Fiscal Year 2012-13 for the project development phase, as shown on the attachment. The attachment shows the details of the project and the explanation for the delay.

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	Marin County Marin County PPNO: 04-2127Q Sir Francis Drake Boulevard Westbound Class 2 Bike Lane project	Plans, Specifications and Estimates Allocated: $57,000 Balance: $42,292.76	06/23/2011 FP-12-07 7 Months 01/31/2014 Neutral

Marin County (County) is requesting a seven month post fact time extension to the period of the Plans, Specifications and Estimates (PS&E) phase of the Sir Francis Drake Boulevard Westbound Class 2 Bike Lane project. The County experienced an unforeseen delay in expending the PS&E funding.

The County received their PS&E allocation on June 23, 2011 and expended some of these funds after the expenditure deadline of June 30 2013 and also after the submitting their Request for Approval (RFA) CON package. The County has invoiced for their work, but payment was withheld due to work periods or work performed beyond the expenditure deadline. The CTC approved the CON allocation at the August 6, 2013 meeting. The RFA was authorized on September 13, 2013 and the project awarded on January 28, 2014. The County is requesting a post fact expenditure time extension to allow for invoicing staffing efforts required to prepare the package for award. Therefore, the County is requesting a seven month extension from June 30, 2013 to January 31, 2014.

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.8d.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **POST FACT REQUEST TO EXTEND THE PERIOD OF PROJECT DEVELOPMENT EXPENDITURES FOR LOCALLY-ADMINISTERED STIP PROJECTS, PER STIP GUIDELINES**
WAIVER 16-13

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) consider an extension to the period of project development expenditure for the time period identified for the project on the attached document.

ISSUE:

The attached list identifies the locally-administered Transportation Authority of Marin's Planning, Programming and Monitoring (PPNO 2127C) State Transportation Improvement Program (STIP) project totaling $239,000. The Commission allocated the funds in Fiscal Year 2012-13 for the project development phase, as shown on the attachment. The attachment shows the details of the project and the explanation for the delay.

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	Transportation Authority of Marin Marin County PPNO: 04-2127C Planning, Programming and Monitoring	Construction Allocated: $239,000 Balance: $55,474.63	06/27/2012 FP-11-75 12 Months 06/30/2016 Neutral

The Transportation Authority of Marin (TAM) is requesting a 12-month extension to the period of construction (CON) phase of the Planning, Programming and Monitoring (PPM) project. TAM has experienced an unforeseen delay due to an abbreviated expenditures period.

TAM received their CON (PPM) allocation funds in June 2012. Sponsors have three years to expend their PPM funds. For PPM funds allocated in Fiscal Year 2012-13, TAM only had two years to expend due to the State Budget not being approved at the time of allocation. TAM responded to the needs of the region by using PPM funds to participate in studies and outreach to explore options that eventually lead to fully funded projects. However, TAM has not fully expended their PPM funds. TAM is requesting a 12-month extension from June 30, 2015 to June 30, 2016 to allow for the full expenditure of the PPM funds.

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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2016

Reference No.: 2.8e.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT REIMBURSEMENT FOR PROPOSITION 116 BOND PROGRAM PROJECTS, WAIVER 16-14**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve a 17-month extension for the period of project reimbursement, to June 30, 2017, for the Sand Canyon Grade Separation project.

ISSUE:

In May 2010, the Commission approved Resolution BFP-09-06, allocating a total of $22,004,000 in Proposition 116 funds to the Orange County Transportation Authority (OCTA) for the Sand Canyon Grade Separation project. A third party contract was awarded on May 2, 2011. On March 20, 2014, the Commission approved Waiver 14-13 to extend the period of project completion by 14 months to allow OCTA to fully expend the allocated funds by July 31, 2015.

The project was completed by July 31, 2015, and it was anticipated that the contractor would submit the remaining invoices and obtain payment from OCTA by the end of December 2015. However, OCTA was unable to close out the project and submit final invoices within the 180 days allowed, due to a delay in obtaining invoices from the contractor. OCTA requested expedited invoices from the contractor in early January 2016; however, the contractor could not initiate invoices due to subcontractor stop notices. As a result, OCTA's invoice payment will be reduced, and the balance of the payment will not occur until the stop notices are resolved.

An extension would allow for the contractor to obtain releases for stop notices and OCTA to work with the Department to process reimbursement requests for eligible project costs. As of January 20, 2016, a balance of $1,901,096 remains to be reimbursed. It is anticipated that it will take a significant amount of time to resolve the stop notices; therefore, OCTA respectfully requests a 17-month extension for the period of project reimbursement, to June 30, 2017.

BACKGROUND:

Current Proposition 116 Guidelines stipulate that a local agency has 180 days after project acceptance to make the final payment to the contractor or vendor, prepare the final report of expenditure, and submit the final invoice to the Department for reimbursement. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months in accordance with Government Code Section 14529.8.