

ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION

<http://www.catc.ca.gov>

June 29-30, 2016

Sacramento, California

Wednesday, June 29, 2016

- 1:00 PM** **Commission Meeting**
Lincoln Plaza
Auditorium
400 P Street
Sacramento, CA
- 5:30 PM** **WTS Reception**
Chops Restaurant
1117 11th Street
Sacramento, CA
- 7:00 PM** **Commissioner's Dinner**
Esquire Grill
1213 K St
Sacramento, CA

Thursday, June 30, 2016

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

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):

CTC Meeting – August 17-18, 2016 in San Diego, CA

Tab #	Item Description	Ref. #	Presenter	Status*	
GENERAL BUSINESS					
1	Roll Call	1.1	Bob Alvarado	I	C
2	Approval of Minutes for May 18-19, 2016	1.2	Bob Alvarado	A	C
3	Commissioners' Meetings for Compensation	1.5	Bob Alvarado	A	C
REPORTS					
4	Executive Director's Report • 2017 Meeting Calendar	1.3	Susan Bransen	A	C
5	Commission Reports	1.4	Bob Alvarado	A	C
6	CalSTA Secretary and/or Undersecretary	1.6	Brian Kelly	I	T
7	Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D
8	FHWA California Division Administrator	1.11	Vincent Mammano	I	F
9	Regional Agencies Moderator	1.8	Sarkes Khachek	I	R
10	Rural Counties Task Force Chair	1.9	Jerry Barton	I	R
11	Self-Help Counties Coalition Chair	1.10	Dianne Steinhauser	I	R
POLICY MATTERS					
12	Innovations in Transportation • Scoop Technologies Inc.	4.3	Garth Hopkins Rob Sadow	I	C
13	State and Federal Legislative Matters	4.1	Eric Thronson	A	C
14	Budget and Allocation Capacity	4.2	Eric Thronson Steven Keck	I	D
15	Road Charge Technical Advisory Committee and Pilot Program Update	4.4	Mitch Weiss	A	C
16	Commission Comments to the Draft California Sustainable Freight Action Plan	4.11	Garth Hopkins	A	C
17	Regional Transportation Plan and California Transportation Plan Guidelines – Staff Update	4.12	Laura Pennebaker	I	C
18	Fiscal Year 2015-16 Third Quarter Project Delivery Report	3.8	Stephen Maller Jim Davis	I	D
19	Traffic Congestion Relief Program (TCRP) Policy for Tier 2	4.14	Dawn Cheser	A	C
20	Funding Transportation Projects Administered by Native American Tribal Governments – Challenges and Successes	4.13	Laurie Waters Rihui Zhang	I	D
21	Request of \$4,505,000 for the La Jolla Active Transportation project, in San Diego County.	2.5w.(3)	Laurie Waters Rihui Zhang	A	D
PROGRAM UPDATES					
Proposition 1B Program					
22	Trade Corridors Improvement Fund Program Amendment	4.15	Dawn Cheser	A	C
Aeronautics Program					
23	Proposed 2016 Aeronautics - Acquisition & Development (A&D) Program	4.10	Dawn Cheser Gary Cathey	I	D
INFORMATION CALENDAR					
24	Informational Reports on Allocations Under Delegated Authority --Emergency G-11 Allocations (2.5f.(1)): \$24,590,000 for nine projects. --SHOPP Safety Lump Sum Sub-Allocations (2.5f.(3)): \$42,081,000 for 17 projects. --Minor G-05-05 Allocations (2.5f.(4)): \$999,000 for one project.	2.5f.		I	D
Monthly Reports on the Status of Contract Award for:					
25	State Highway Projects, per Resolution G-06-08	3.2a.		I	D
26	Local Assistance STIP Projects, per Resolution G-13-07	3.2b.		I	D
27	Local Assistance ATP Projects, per Resolution G-15-04	3.2c.		I	D
28	Local Assistance Lump Sum Allocation Report for the period ending March 31, 2016	3.3		I	D
29	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

Tab #	Item Description	Ref. #	Presenter	Status*	
Third Quarter Reports – FY 2015-16:					
30	Proposition 1A – High Speed Passenger Train Bond Program	3.5		I	D
31	Caltrans Finance	3.6		I	D
32	Caltrans Rail Operations	3.7		I	D
33	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		I	D
34	Balance Report on AB 1012 "Use It or Lose It" provisions for FFY 2014 Unobligated CMAQ and RSTP funds	3.10		I	D
35	Toll Bridge Seismic Retrofit Program – 2016 First Quarter Progress and Financial Update	3.11		I	C
Other Reports:					
36	Final Right of Way Estimates for the I-5 Carpool Lane – Orange County Line to I-605 (Segment 2) project (PPNO 2808) in Los Angeles County	3.15		I	D
37	Final Right of Way Expenditure Report for STIP Projects at Contract Acceptance	3.16		I	D
38	Annual Analysis of GARVEE Bonding Capacity	4.5		I	C/D
CONSENT CALENDAR			Stephen Maller		
39	Approval of Projects for Future Consideration of Funding: 01-DN-199, PM 8.0/8.5 Smith River Curve Improvement Project Construct roadway improvements including curve corrections on a portion of State Route 199 in Del Norte County. (ND) (PPNO 1076) (SHOPP) <i>(Related Item under Tab 77.)</i> 04-Ala-680, PM 0.0/4.0 Interstate 680 Northbound Pavement Rehabilitation Project Construct roadway improvements including pavement rehabilitation on a portion of Interstate 680 in Alameda County. (MND) (PPNO 0587J) (SHOPP) 04-Nap-121, PM 8.9/9.4 Sarco Bridge Replacement Project Replace existing bridge on State Route 121 in Napa County. (ND) (PPNO 0380L) (SHOPP) <i>(Related Item under Tab 77.)</i> 06-Fre-180, PM 26.9 Fresno Slough Scour Mitigation Project Construct improvements on the Fresno Slough Bridge on State Route 180 in Fresno County. (MND) (PPNO 6680) (SHOPP) 12-Ora-1, PM R18.38 State Route 1 Permanent Restoration Project Construct restoration improvements on State Route 1 at the Newport Bay bridge in Orange County. (MND) (PPNO 2382) (SHOPP)	2.2c.(1)		A	D
40	Approval of Project for Future Consideration of Funding: 03 – Placer County Nevada Street Pedestrian and Bicycle Facilities Project Widen Nevada Street to add class II bicycle lanes and continuous sidewalks. (MND) (PPNO 1521) (ATP)	2.2c.(2)		A	C

Tab #	Item Description	Ref. #	Presenter	Status*	
41	<u>Approval of Project for Future Consideration of Funding:</u> 03 – Yuba County North Beale Road Complete Streets Revitalization Phase I Project Construct curbs, gutters, sidewalks and ADA compliant ramps, and other improvements. (MND) (PPNO 9679) (STIP)	2.2c.(3)		A	C
42	<u>Approval of Project for Future Consideration of Funding:</u> 03 – Sacramento County Lower Laguna Creek Open Space Trail Project Construct a Class I bikeway to connect with existing trails. (MND) (PPNO 1677) (STIP)	2.2c.(4)		A	C
43	<u>Approval of Project for Future Consideration of Funding:</u> 05 – Santa Cruz County Branciforte Creek Bridge and Multi-Use Trail Construct a Class I, multi-use path along the east side of the San Lorenzo River. (MND) (PPNO 2691) (ATP)	2.2c.(5)		A	C
44	<u>Approval of Project for Future Consideration of Funding:</u> 04 – Napa County State Route 29 First Street Ramps and California Boulevard Roundabouts Construct ramps and two roundabouts. (MND) (PPNO 2130F) (SHOPP)	2.2c.(6)		A	C
45	<u>Approval of Project for Future Consideration of Funding:</u> 08 – Riverside County Cycle I ATP Citywide SRTS Pedestrian Facility Improvements Construct sidewalks, curbs, gutters, street lights and signage. (MND) (PPNO 1167) (ATP)	2.2c.(7)		A	C
46	<u>Approval of Project for Future Consideration of Funding:</u> 10 – San Joaquin County Navy Drive Widening Project Widen Navy Drive from two to four lanes. (MND) (PPNO TC119) (TCIF) <i>(Related Item under Tab 87.)</i>	2.2c.(8)		A	C
47	<u>Approval of Project for Future Consideration of Funding:</u> 10 – Merced County Walnut Avenue Pedestrian Project Upgrade Walnut Avenue with curbs, gutters, sidewalks, bike lanes, ADA ramps, lighting, and other improvements. (MND) (PPNO 5003) (ATP)	2.2c.(9)		A	C
48	<u>Approval of Project for Future Consideration of Funding:</u> 11 – San Diego County Chollas Creek to Bayshore Bikeway Multi-Use Path Construct a multi-use path along Chollas Creek. (MND) (PPNO 1178) (ATP)	2.2c.(10)		A	C
49	<u>Approval of Project for Future Consideration of Funding:</u> 11 – San Diego County West La Mesa Pedestrian and Bicycle Connectivity Project Construction of crosswalks, Class III bicycle accommodations and curb reductions, and other improvements. (MND) (PPNO 1229A) (ATP) <i>(Related Item under Tab 98.)</i>	2.2c.(11)		A	C
50	<u>Approval of Project for Future Consideration of Funding:</u> 12 – Orange County Laguna Niguel to San Juan Capistrano Passing Siding Project Construct a new passing siding railroad track. (MND) (PPNO 2107) (STIP)	2.2c.(12)		A	C

Tab #	Item Description	Ref. #	Presenter	Status*	
51	<p><u>Three Relinquishment Resolutions:</u></p> <p>--03-Ed-50-PM 77.3/79.3 Right of way along Route 50 between Trout Creek and Ski Run Boulevard, in the city of South Lake Tahoe.</p> <p>--08-Riv-10-PM 33.1 Right of way along Route 10 at Indian Canyon Drive and 20th Avenue, in the city of Desert Hot Springs.</p> <p>--09-Mno-203-PM 4.8/5.1 Right of way along Route 203 between Mountain Boulevard and Minaret Road, in the Town of Mammoth Lakes.</p>	2.3c.		A	D
52 8 Ayes	<p><u>2 Resolutions of Necessity</u></p> <p>Resolutions C-21473 and C-21474</p>	2.4b.		A	D
53	<p><u>Director's Deeds</u></p> <p>Items 1 through 15 Excess Lands - Return to State: \$10,635,400 Return to Others: \$0</p>	2.4d.		A	D
54	<p><u>Request to deallocate \$869,000 in R/W BIP funds from:</u> Route 98 Widening (West of Route 111) Phase 1 project (PPNO 0549A) in Imperial County. <i>(Related Item under Tab 85.)</i></p>	2.5c.(7a)		A	D
55	<p><u>Request for the adjustment of 12 Proposition 1B State Administered State Route 99 Corridor Bond program projects, in various counties, on the State Highway System.</u></p>	2.5g.(2a) – 2.5g.(2l)			D
56	<p><u>Request to amend the recipient agency for ICR project:</u> Van Nuys North Platform Project (PPNO 2113). <i>(Related Item under Tab 107.)</i></p>	2.5g.(8)			D
57	<p><u>Request to reallocate \$334,000 to construction for TCRP Project 118 (Sacramento Emergency Clean Air/Transportation Plan [PPNO T1180]), in Sacramento County.</u></p>	2.5t.(2)			D
58	<p><u>Request to revise the funding type for the locally administered Thomas Edison Elementary SRTS ATP project (PPNO 1687) for \$128,000, in Sacramento County.</u></p>	2.5w.(5)			D
59	<p><u>Request to rescind \$2,153,967 in High Speed Intercity Passenger Rail federal grant funding from the San Diego Association of Governments (SANDAG) for the Pacific Surfliner Chesterfield Drive Crossing Improvement project, (PPNO FR001), in San Diego County.</u> <i>(Related Item under Tab 100.)</i></p>	2.6d.(1)			D
60	<p><u>Reduction of High Speed Passenger Train Bond Program funds from Project 1 - Sacramento Intermodal Facility High Speed Rail Program project.</u> <i>(Related Item under Tab 73.)</i></p>	2.6f.(2)			D
61	<p><u>Request of \$120,000 in additional funds to complete construction for the CAAP - A&D Ravendale Airport – Widen Runway, Taxiway, Rehabilitation & Restripe Pavement project (LAS-4-10-1) in Lassen County. This results in an increase of 39 percent over the current allocation.</u></p>	2.7b.			D
<u>END OF CONSENT CALENDAR</u>					
<u>PROGRAM UPDATES</u>					
62	San Diego County I-5 North Coastal Presentation	4.20	Allan Kosup Gary Gallegos	I	D/R
<u>Multi Funded – Proposition 1B TCIF/STIP Project Allocation</u>					
63	Request of \$103,725,000 for the State administered multi-funded Proposition 1B TCIF/STIP Route 5 CMGC Package 2 (PPNO 0615E) project, in San Diego County.	2.5g.(5h)	Dawn Cheser Bruce De Terra	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
ENVIRONMENTAL MATTERS					
64	Approval of Project for Future Consideration of Funding: 04 – San Francisco Van Ness Avenue Bus Rapid Transit Project Improvements on a 2-mile stretch of Van Ness to implement dedicated bus lanes. (FEIR) (PPNO 2032E) (ATP/SHOPP)	2.2c.(13)	Jose Oseguera	A	C
PROGRAM UPDATE					
SHOPP Program					
65	SHOPP Amendment Request to: --Add 9 new projects into the 2014 SHOPP. --Revise 8 projects currently programmed in the 2014 SHOPP.	2.1a.(1)	Rick Guevel Bruce De Terra	A	D
66	SHOPP Amendment Request to: --Add 9 new projects into the 2016 SHOPP. --Revise 87 projects currently programmed in the 2016 SHOPP.	2.1a.(2a)	Rick Guevel Bruce De Terra	A	D
67	SHOPP Amendment Request to: --Add State Route 17 Wildlife Crossing near Laurel Curve project (EA 1G260) in Santa Cruz County, into the 2016 SHOPP.	2.1a.(2b)	Rick Guevel Bruce De Terra	A	D
68	Amendment to Resolution G-05-05 to increase the minor project construction limit to \$1,250,000.	4.6	Rick Guevel Bruce De Terra	A	D
69	Amendments to 2016 SHOPP projects approved under Resolution G-16-14.	4.8	Rick Guevel Bruce De Terra	A	D
SUPPLEMENTAL FUNDS REQUEST					
70	Request for \$4,316,000 in additional funds to complete the construction contract for a SHOPP Curve Improvement project on Route 299 in Shasta County (PPNO 3435). This results in an increase of 24.8 percent over the current allocation.	2.5e.(1)	Stephen Maller David Moore	A	D
71	Request for \$120,100,000 in additional funds for the Public Private Partnership, Presidio Parkway project on Route 101 in San Francisco County (PPNO 0619P). The milestone payment amount for the project is \$185,000,000. This results in an increase of 64.9 percent of the milestone payment amount for the project.	2.5e.(2)	Stephen Maller Bijan Sartipi	A	D
72	Amendment to De-Program Two SHOPP Projects.	4.9	Stephen Maller Bruce De Terra	A	D
PROGRAM UPDATES					
Proposition 1A Program					
73	Proposition 1A High Speed Passenger Train Bond Program Amendment <i>(Related Item under Tab 60.)</i>	4.18	Laurel Janssen	A	C
STIP Program					
74	Technical Adjustment to the 2016 State Transportation Improvement Program (STIP)	4.19	Teresa Favila	A	C
Active Transportation Program					
75	Technical Adjustments to the 2015 Active Transportation Program (ATP)	4.16	Laurie Waters	A	C
76	Adoption of the 2017 Active Transportation Program Guidelines MPO Competitive Component for the Fresno Council of Governments, the Sacramento Area Council of Governments, the San Diego Association of Governments, and the Tulare County Association of Governments.	4.17	Laurie Waters	A	C
ALLOCATIONS					
SHOPP Allocations					
77	Request of \$232,044,000 for 36 SHOPP projects as follows: 2.5b.(1a) -- \$195,855,000 for 24 SHOPP projects. 2.5b.(1b) --\$36,189,000 for 12 projects amended into the SHOPP. <i>(Related Items under Tabs 39 & 79.)</i>	2.5b.(1)	Rick Guevel Bruce De Terra	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
Advancements - SHOPP					
78	Request of \$35,798,000 for two SHOPP projects, programmed in FY 2016-17, on the State Highway System.	2.5b.(2)	Rick Guevel Bruce De Terra	A	D
STIP Allocations					
79	Request of \$13,567,000 for three State administered STIP projects, on the State Highway System. <i>(Related Item under Tab 77.)</i>	2.5c.(1)	Teresa Favila Bruce De Terra	A	D
80	Request of \$2,000,000 for the locally administered North Main Street Sidewalk & Safety STIP project (PPNO 2602), in Mono County.	2.5c.(2)	Teresa Favila Bruce De Terra	A	D
81	Request of \$4,419,000 for 10 locally administered STIP projects, off the State Highway System. 2.5c.(3a) -- \$3,640,000 for six STIP projects. 2.5c.(3b) -- \$779,000 for four STIP Planning, Programming, and Monitoring projects.	2.5c.(3)	Teresa Favila Bruce De Terra	A	D
Advancements - STIP					
82	Request of \$4,188,000 for nine Planning, Programming and Monitoring projects, programmed in FY 2016-17.	2.5c.(4)	Teresa Favila Bruce De Terra	A	D
AB 3090 Project Allocation					
83	Request of \$15,764,000 for the locally administered AB 3090 Reimbursement (PPNO 2291A) STIP project in Ventura County, on the State Highway System.	2.5c.(5)	Teresa Favila Bruce De Terra	A	D
Local Alternative Transportation Improvement Program Allocation					
84	Request of \$35,000,000 for the locally administered Local Alternative Transportation Improvement Program Mission Boulevard/Route 880 Interchange - Phase 1B/2 project (PPNO 0016V) in Alameda County, on the State Highway System.	2.5c.(6)	Laurel Janssen Bruce De Terra	A	D
Multi-Funded – Border Infrastructure Program (BIP)/STIP Project Allocation					
85	Request of \$7,126,000 for the State administered multi-funded BIP/STIP Route 98 Widening (West of Route 111) Phase 1 project (PPNO 0549A), in Imperial County. <i>(Related Item under Tab 54.)</i>	2.5c.(7b)	Laurel Janssen Bruce De Terra	A	D
Proposition 1B Trade Corridor Improvement Fund (TCIF) Project Allocations					
86	Request of \$13,540,000 for six TCIF Rail Projects in various counties.	2.5g.(5a) - 2.5g.(5f)	Dawn Cheser Bruce Roberts	A	D
87	Request of \$2,000,000 for the locally administered TCIF Project 119-Navy Drive Widening (PPNO TC119), in San Joaquin County, off the State Highway System. <i>(Related Item under Tab 46.)</i>	2.5g.(5g)	Dawn Cheser Rihui Zhang	A	D
Aeronautics Project Allocations					
88	Request of \$2,000,000 for the FY 2016-17 Aeronautics Program set-aside to match Federal Airport Improvement Program Grants.	2.7a.(1)	Dawn Cheser Gary Cathey	A	D
89	Request of \$2,183,000 for eight California Aid to Airport Program Acquisition & Development projects.	2.7a.(2)	Dawn Cheser Gary Cathey	A	D
Lump Sum - Reports & Allocations					
90	Request of \$778,769,000 in Federal Funds for the FY 2015-16 Local Assistance lump sum allocation.	2.5h.	Laurel Janssen Rihui Zhang	A	D
91	Request of \$106,078,000 in State Funds for the FY 2016-17 Local Assistance lump sum allocation.	2.5i.	Laurel Janssen Rihui Zhang	A	D
SHOPP					
92	Preliminary Close-Out Report on the FY 2015-16 Minor Program lump sum allocation.	3.13	Rick Guevel Bruce De Terra	I	D
93	Request of \$85,972,000 for the FY 2016-17 Minor Program lump sum allocation.	2.5j.	Rick Guevel Bruce De Terra	A	D
Right of Way					
94	Preliminary Close-Out Report on FY 2015-16 Right of Way lump sum allocation	3.14	Stephen Maller Jennifer Lowden	I	D

Tab #	Item Description	Ref. #	Presenter	Status*	
95	Request of \$111,589,000 for the FY 2016-17 Right of Way lump sum allocation.	2.5k.	Stephen Maller Jennifer S. Lowden	A	D
Active Transportation Program (ATP) Allocations					
96	Request of \$43,279,000 for 45 ATP Projects.	2.5w.(1)	Laurie Waters Rihui Zhang	A	D
97	Request of \$160,000 for the locally administered Citywide Safe Routes to School Pedestrian Facility Improvements ATP project (PPNO 1176) in Riverside County.	2.5w.(4)	Laurie Waters Rihui Zhang	A	D
Advancements - Active Transportation Program					
98	Request of \$8,208,000 for 24 locally administered ATP projects, programmed in FY 2016-17. <i>(Related Item under Tab 49.)</i>	2.5w.(2)	Laurie Waters Rihui Zhang	A	D
STIP Transit Project Allocations					
99	Request of \$13,962,000 for two locally administered STIP Transit projects.	2.6a.	Laurel Janssen Bruce Roberts	A	D
High-Speed Intercity Passenger Rail Federal Grant Project Allocation					
100	Request of \$2,153,967 in Federal High-Speed Intercity Passenger Rail federal grant funds for the Pacific Surfliner Chesterfield Drive Crossing Improvement project (PPNO FR001), in San Diego County. <i>(Related Item under Tab 59.)</i>	2.6d.(2)	Laurel Janssen Bruce Roberts	A	D
Transit & Intercity Rail Capital Program (TIRCP) Project Allocations					
101	Request of \$38,494,000 for the locally administered TIRCP Willowbrook/Rosa Parks Station and Blue Line Light Rail Operational Improvements Project (PPNO CP015), in Los Angeles County.	2.6g.	Laurel Janssen Bruce Roberts	A	D
TIME EXTENSION REQUESTS					
102	Request to extend the period of allocation for 63 Cycle 1 - Active Transportation Program projects, per ATP Guidelines.	2.8a.(1)	Teresa Favila Rihui Zhang	A	D
103	Request to extend the period of allocation for 92 SHOPP projects, per STIP Guidelines.	2.8a.(2)	Teresa Favila Bruce De Terra	A	D
104	Request to extend the period of allocation for the State administered Betty Drive Interchange STIP project (PPNO 6423) in Tulare County, on the State Highway System, per STIP Guidelines.	2.8a.(3)	Teresa Favila Bruce De Terra	A	D
Contract Award Time Extension					
105	Request to extend the period of contract award for the Price Canyon Road Widening project (PPNO 2071), in San Luis Obispo County, per STIP Guidelines.	2.8b.(1)	Teresa Favila Rihui Zhang	A	D
106	Request to extend the period of contract award for two Aeronautic Program Acquisition and Development projects, per Aeronautics Guidelines Resolution G-14-03	2.8b.(2)	Teresa Favila Gary Cathey	A	D
107	Request to extend the period of contract award for the locally administered Proposition 1B Intercity Rail Van Nuys North Platform ICR project (PPNO 2113) in Los Angeles County, per STIP Guidelines. <i>(Related Item under Tab 56.)</i>	2.8b.(3)	Teresa Favila Bruce Roberts	A	D
108	Request to extend the period of contract award for the San Diego County pavement rehabilitation SHOPP project (PPNO 1102), per STIP Guidelines.	2.8b.(4)	Teresa Favila Bruce De Terra	A	D
Project Completion Time Extension					
109	Request to extend the period of project completion for the locally administered STIP Capitol Corridor Fairfield/Vacaville Train Station Rail project (PPNO 6045K) in Solano County, per STIP Guidelines.	2.8c.	Teresa Favila Bruce Roberts	A	D

Tab #	Item Description	Ref. #	Presenter	Status*	
<u>Project Expenditure Time Extension</u>					
110	Request to extend the period of project expenditure for the locally administered Evergreen Road Bridge at South Fork Cottonwood Circle STIP project (PPNO 2379) in Tehama County, per STIP Guidelines.	2.8d.	Teresa Favila Rihui Zhang	A	D
111	Request to extend the period of project expenditure for the Ferguson Slide Rockshed SHOPP project (PPNO 0280) on Route 140 in Mariposa County.	2.8g.	Teresa Favila Bruce De Terra	A	D
<u>OTHER MATTERS / PUBLIC COMMENT</u>		6.			
<u>ADJOURN</u>					

<u>Highway Financial Matters</u>	
\$ 267,842,000	Total SHOPP/Minor Requested for Allocation (including Advancements)
\$ 47,064,000	Total STIP Requested for Allocation
\$ 35,000,000	Total LATIP Requested for Allocation
\$ 119,265,000	Total Proposition 1B Bond Requested for Allocation
\$ 56,143,000	Total Active Transportation Program Funding (including Advancements)
<u>\$ 124,416,000</u>	Total Supplemental Funds Requested for Allocation
\$ 649,730,000	Sub-Total Project Funds Requested for Allocation
<u>\$ 67,670,000</u>	Delegated Allocations
\$ 717,400,000	Sub-Total, Highway Project Allocations
\$ 717,400,000	Total Value
Total Jobs Created: 12,913 <i>(Includes Direct, Indirect, and Induced)</i>	
(\$ 10,739,000) Total Proposition 1B Bond De-Allocations Requested.	
(\$ 31,369,000) Other De-Allocations	

<u>Mass Transportation Financial Matters</u>	
\$ 13,739,000	Total STIP Transit Requested for Allocation
\$ 2,153,967	Total in High Speed Rail – Federal Grant Funding Requested for Allocation
<u>\$ 38,494,000</u>	Total TIRCP Requested for Allocation
\$ 16,115,967	Total State Allocations
Total Jobs Created: 290 <i>(Includes Direct, Indirect, and Induced)</i>	
(\$ 1,152,000) Total Mass Transit Funding De-Allocations Requested.	

<u>Aeronautic Financial Matters</u>	
\$ 2,303,000	Total A&D Requested for Allocation
<u>\$ 120,000</u>	Total in Supplemental Funds Requested for Allocation
\$ 2,423,000	Total State Allocations

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>

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

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

Ms. Yvonne B. Burke
1120 N Street MS-52
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Ms. Lucetta Dunn
Orange County Business Council
2 Park Plaza, Suite 100
Irvine, CA 92614

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

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

Ms Christine Kehoe
1120 N Street MS-52
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Mr. James Madaffer
Madaffer Enterprises, Inc.
1620 5th Avenue, Suite 400
San Diego, CA 92101

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

Officio Members

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

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

Executive Director

Mrs. Susan Bransen

1120 N Street, Room 2233 (MS-52)

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Minutes

CALIFORNIA TRANSPORTATION COMMISSION

<http://www.catc.ca.gov>

May 18-19, 2016

Stockton, California

Wednesday, May 18, 2016

1:00 PM

**Commission Meeting
San Joaquin Council of Governments
555 E Weber Ave
Stockton, CA**

Thursday, May 19, 2016

9:00 AM

**Commission Meeting
San Joaquin Council of Governments
555 E Weber Ave
Stockton, 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	Bob Alvarado	I	C

Chair Bob Alvarado	Present	Commissioner Carl Guardino	Arrived 1:54pm
Commissioner Yvonne Burke	Present	Commissioner Fran Inman	Present
Commissioner Lucetta Dunn	Present	Commissioner Kehoe	Absent
Commissioner Jim Earp	Present	Commission Jim Madaffer	Absent
Commissioner Jim Ghielmetti	Present	Commissioner Joe Tavaglione	Present
TOTAL	Present:8 Absent: 2		
Senator Jim Beall, Ex-Officio		Absent	
Assemblymember Jim Frazier, Ex-Officio		Present	

2	Resolution of Necessity – Appearance: --03-ED-50-PM 76.1 Knox Van Dyke Johnson, et al.	2.4a.(1)	Stephen Maller Michael Whiteside	A	D
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Neither the property owner nor a representative appeared for the hearing.

Recommendation: Approval

Action Taken: Approved

Motion: Earp **Second:** Dunn **Recused:** None **Absent:** Kehoe, Madaffer

Vote result: 8-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):
CTC Meeting –June 29-30, 2016 in Sacramento, CA

Tab #	Item Description	Ref. #	Presenter	Status*	
3 8 Ayes	<u>Resolution of Necessity – Appearance:</u> --06-Tul-65-PM 16.20 Thomas B. Prescott and Deborah J. Prescott, Trustees of The Prescott Living Trust Est. January 18, 2011 <i>(Related Item under Tab 69.)</i>	2.4a.(2)	Stephen Maller Michael Whiteside	A	D

This item was withdrawn at the meeting.

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

Resolution of Necessity – Appearance *Withdrawn at the CTC Meeting*
6-Tul-65-PM 16.20
Thomas B. Prescott and Deborah J. Prescott, Trustees of The Prescott Living Trust Est. January 18, 2011

4 8 Ayes	<u>Resolution of Necessity – Appearance:</u> --11-SD-76-PM 32.6 Lynne V. Villalobos, a married woman	2.4a.(3)	Stephen Maller Michael Whiteside	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Earp **Second:** Tavaglione **Recused:** None **Absent:** Kehoe, Madaffer

Vote result: 8-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

5	Welcome to the Region	1.12	Mayor Anthony Silva Andrew Chesley	I	R
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Mayor Anthony Silva and San Joaquin Council of Governments Executive Director Andrew Chesley presented this informational item.

6	Approval of Minutes for March 16-17, 2016	1.2	Bob Alvarado	A	C
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Recommendation: Approval

Action Taken: Approved

Motion: Ghielmetti **Second:** Dunn **Recused:** None **Absent:** Guardino, Kehoe, Madaffer

Vote result: 7-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Inman, Tavaglione

Nays: None

Abstained: None

7	Commissioners' Meetings for Compensation	1.5	Bob Alvarado	A	C
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Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Inman **Recused:** None **Absent:** Guardino, Kehoe, Madaffer

Vote result: 7-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Inman, Tavaglione

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
REPORTS					
8	Election of Commission Vice Chair	1.13	Bob Alvarado	A	C

Recommendation: Approval of Commissioner Frances Inman as CTC Vice Chair

Action Taken: Approved

Motion: Burke **Second:** Tavaglione **Recused:** None **Absent:** Guardino, Kehoe, Madaffer

Vote result: 7-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Inman, Tavaglione

Nays: None

Abstained: None

9	Executive Director's Report	1.3	Susan Bransen	A	C
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CTC Executive Director Susan Bransen announced that Kristina Assouri has been appointed Chief Deputy Director of the CTC and will start with the Commission on June 2nd.

10	Commission Reports	1.4	Bob Alvarado	A	C
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CTC Chair Alvarado announced committee appointments:

Streets and Highways Committee – Appoint Ghielmetti to replace Alvarado

Members: Ghielmetti and Tavaglione

Planning Committee – Appoint Kehoe to replace Assemi

Members: Kehoe, Earp and Inman

Project Delivery Committee – Appoint Dunn to replace Assemi

Members: Dunn, Earp, Ghielmetti, Tavaglione

11	CalSTA Secretary and/or Undersecretary	1.6	Brian Kelly	I	T
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California State Transportation Agency Undersecretary Brian Annis presented this informational item.

12	Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D
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California Department of Transportation Director Malcolm Dougherty presented this informational item.

13	FHWA California Division Administrator	1.11	Vincent Mammano	I	F
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Federal Highways Administrator Vince Mammano presented this informational item.

14	Regional Agencies Moderator	1.8	Sarkes Khachek	I	R
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Regional Agencies Moderator Sarkes Khachek presented this informational item.

15	Rural Counties Task Force Chair	1.9	Jerry Barton	I	R
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Rural Counties Task Force Chair Jerry Barton presented this informational item.

16	Self-Help Counties Coalition Chair	1.10	Dianne Steinhauser	I	R
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Self Help Counties Coalition Executive Director Keith Dunn presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*
POLICY MATTERS				
17	State and Federal Legislative Matters	4.1	Eric Thronson	A C

Recommendation: Approval

Action Taken: Approved

Motion: Ghielmetti

Second: Dunn

Recused: None

Absent: Kehoe, Madaffer

Vote result: 8-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

Speakers:

Jeanie Ward-Waller – California Bicycle Coalition

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

State and Federal Legislative Matters

PINK BOOK ITEM

18	Budget and Allocation Capacity	4.2	Eric Thronson Steven Keck	I D
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Caltrans Chief of Budgets Steven Keck presented this informational item.

19	Federal Funding Issues Including Repurposing Grants and FAST Act Implementation	4.19	Eric Thronson Steven Keck	I D
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Caltrans Chief of Budgets Steven Keck presented this informational item.

20	Presentation on the 2016 State Transportation Improvement Program	4.5	Laurel Janssen	I C
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CTC Deputy Director Laurel Janssen presented this informational item.

Speakers:

Michael Zeller- Transportation Agency for Monterey County.

Darrell Johnson – Orange County Transportation Agency

Ray Wolfe - San Bernardino Associated Governments

Courtney Smith – Inyo County Local Transportation Commission

Steven Dobler – Dobler and Taylor Families.

Kenneth Kao – Metropolitan Transportation Commission

Anthony Zepeda – Sacramento Area Council of Governments

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

Presentation on the 2016 State Transportation Improvement Program

YELLOW SUPPLEMENTAL ITEM

(Letters)

Tab #	Item Description	Ref. #	Presenter	Status*
21	2016 State Transportation Improvement Program Adoption	4.15	Laurel Janssen	A C

Recommendation: Approval

Action Taken: Approved

Motion: Ghielmetti **Second:** Tavaglione **Recused:** None **Absent:** Kehoe, Madaffer

Vote result: 8-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

Speakers:

Sarkes Khachek - Regional Transportation Planning Agencies.

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

2016 State Transportation Improvement Program Adoption

YELLOW PINK REVISED ITEM
(Attachment B only)

(A reduction in STIP capacity is estimated to result in a loss of approximately 13,600 available jobs.)

--Revise Agenda Language. Pink Revised Item is correct

22	2017 Active Transportation Program Fund Estimate Adoption	4.12	Eric Thronson Steven Keck	A C/D
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Recommendation: Approval

Action Taken: Approved

Motion: Burke **Second:** Dunn **Recused:** None **Absent:** Kehoe, Madaffer

Vote result: 8-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

23	California Sustainable Freight Action Plan	4.21	Garth Hopkins Kome Ajise Doug Ito John Kato Frank Ramirez	A C/D/R
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Recommendation: Approval of Staff Recommendations

Action Taken: Approved

Motion: Inman **Second:** Earp **Recused:** None **Absent:** Kehoe, Madaffer

Vote result: 8-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

Speakers:

Mike Jacob – Pacific Merchant Shipping Association
Sharays Jatkar – Coalition for Clean Air
Tim Schott – California Association of Port Authorities
Jeanie Ward-Waller – California Bicycle Coalition

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

California Sustainable Freight Action Plan.

YELLOW SUPPLEMENTAL ITEM

Tab #	Item Description	Ref. #	Presenter	Status*	
24	I-405 Orange County Express Lanes Project Presentation	4.23	Eric Thronson Darrel Johnson Ryan Chamberlain	I	C

CTC Deputy Director Eric Thronson, Caltrans District Director Ryan Chamberlain and Orange County Transportation Agencies Executive Director Darrel Johnson presented this informational item.

25	Toll Facility Approval Request – Interstate 405 Improvement Project in Orange County	4.8	Eric Thronson	A	C
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Recommendation: Approval

Action Taken: Approved

Motion: Dunn **Second:** Tavaglione **Recused:** None **Absent:** Kehoe, Madaffer

Vote result: 8-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

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

Toll Facility Approval Request – Interstate 405 Improvement Project

PINK REPLACEMENT ITEM

26	Asset Management Plan – Extension Request to Approve Performance Measures and Goals	4.20	Stephen Maller Mike Johnson	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Burke **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

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

Asset Management Plan - Extension Request to Approve Performance Measures and Goals

YELLOW BOOK ITEM

INFORMATION CALENDAR		Stephen Maller			
27	Informational Reports on Allocations Under Delegated Authority -- Emergency G-11 Allocations (2.5f.(1)): \$51,890,000 for 30 projects. -- SHOPP Safety Lump Sum Sub-Allocations (2.5f.(3)): \$23,428,000 for 11 projects. -- Minor G-05-05 Allocations (2.5f.(4)): \$13,655,000 for 18 projects.	2.5f.			

This item was presented as part of the Information Calendar.

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

This item was presented as part of the Information Calendar.

29	Local Assistance STIP Projects, per Resolution G-13-07	3.2b.			
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This item was presented as part of the Information Calendar.

30	Local Assistance ATP Projects, per Resolution G-15-04	3.2c.			
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This item was presented as part of the Information Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*
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		

This item was presented as part of the Information Calendar.

Quarterly Report: Third Quarter-FY 2015-16				
32	Aeronautics – Acquisition & Development and Airport Improvement Program	3.5		

This item was presented as part of the Information Calendar.

Other Reports				
33	Final Right of Way Estimate for the Route 10 HOV lane project (PPNO 0310B) in Los Angeles County.	3.6		

This item was presented as part of the Information Calendar.

BEGIN CONSENT CALENDAR			Stephen Maller	
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Recommendation: Approval as Revised.

Action Taken: Approved

Motion: Tavaglione

Second: Dunn

Recused: None

Absent: Kehoe, Madaffer

Vote result: 8-0

Ayes: Alvarado, Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

34	<u>STIP Amendment for Approval:</u> 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 – 2 nd Street to Route 98 project (PPNO 0606) in Imperial County.	2.1a.(3)		
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This item was presented and approved as part of the Consent Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*
35	<p><u>Approval of Projects for Future Consideration of Funding:</u></p> <p>02-But/Plu-70, PM 35.9/47.9, 13.1 Feather River Drainage Project Repair culverts and install additional drainage facilities on a portion of State Route 70 in Plumas and Butte Counties. (MND) (EA 02-0H030)</p> <p>06-Kin-198, PM R15.5 Hanford-Armona Road Intersection Improvements Project Construct roadway improvements to an existing interchange on State Route 198 in Kings County. (MND) (PPNO 6651) (SHOPP)</p> <p>06-Ker-43/119, PM 0.1/0.4, 17.8/18.5 State Route 43/State Route 119 Intersection Improvements Project Construct roadway improvements to an existing interchange on State Route 43 and State Route 119 in Kern County. (MND) (PPNO 6698) (SHOPP)</p> <p>06-Kin-43/137, PM 1.3/1.7, 0.0/0.2 Whitley Avenue Intersection Improvements Project Construct roadway improvements to an existing intersection on State Route 43 and State Route 137 in Kings County. (ND) (PPNO 6619) (SHOPP) <i>(Related Item under Tab 74.)</i></p> <p>09-Mno-395, PM 93.4/95.7 Little Walker Shoulders Project Widen shoulders on a portion of United States Route 395 in Mono County. (MND) (PPNO 0615) (SHOPP)</p> <p>10-Ama-88, PM 21.6/24.6 State Route 88 Pine Grove Corridor Improvement Project Construct Roadway improvements on a portion of State Route 88 in Amador County. (MND) (PPNO 2454) (STIP) <i>(Related Item under Tab 70.)</i></p> <p>12-Ora-57, PM 20.1/21.8 State Route 57/Lambert Road Interchange Improvements Project Construct roadway improvements to an existing interchange on State Route 57 in Orange County. (MND) (PPNO 3834) (STIP)</p>	2.2c.(1)		

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

36	<p><u>Approval of Project for Future Consideration of Funding:</u></p> <p>07 – Los Angeles County Willowbrook/Rosa Parks Station Improvements Project Station improvements and acquisition of station area property. (ND) (ATP)</p>	2.2c.(2)		
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This item was presented and approved as part of the Consent Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*
37	<u>Approval of Project for Future Consideration of Funding:</u> 11 – San Diego County Live Oak Elementary and Potter Junior High – Reche Road Construction of a continuous left-turn lane and five-foot bike lanes. (ND) (PPNO 0688) (ATP)	2.2c.(3)		

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

38	<u>Approval of Project for Future Consideration of Funding:</u> 07 – Los Angeles County Metro Blue Line Track Improvements Project Installation of four new sets of track crossovers and other upgrades. (MND) (TIRCP)	2.2c.(4)		
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This item was presented and approved as part of the Consent Calendar.

39	<u>Approval of Project for Future Consideration of Funding:</u> 12 – Orange County Orange Transportation Center/Metrolink Parking Structure Construction of a 600 stall parking structure. (MND) (PPNO 9657) (STIP)	2.2c.(5)		
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This item was presented and approved as part of the Consent Calendar.

40	<u>Approval of Project for Future Consideration of Funding:</u> 02– Shasta County Placer Street Improvement Project Repave, restripe and widen Placer Street. (MND) (PPNO 2572) (ATP) <i>(Related Item under Tab 77.)</i>	2.2c.(6)		
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This item was presented and approved as part of the Consent Calendar.

41	<u>Approval of Project for Future Consideration of Funding</u> 03 – Sacramento County Laguna Creek Trail Construction of a new bicycle/pedestrian path. (MND) (PPNO 5990) (STIP)	2.2c.(7)		
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This item was presented and approved as part of the Consent Calendar.

42	<u>Four Relinquishment Resolutions –</u> --08-Riv-86-PM R16.7 Right of way along Route 86 on Desert Cactus Drive, in the county of Riverside. --11-SD-8-PM 6.7/9.6 Right of way along Route 8 on Alvarado Canyon Road, Alvarado Road and 70 th Street, in the city of San Diego. --11-SD-8-PM 9.3/9.8 Right of way along Route 8 on Alvarado Road and 70 th Street, in the city of La Mesa.	2.3c.		
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This item was presented and approved as part of the Consent Calendar.

Tab #	Item Description	Ref. #	Presenter	Status*
43 8 Ayes	<u>19 Resolutions of Necessity:</u> Resolutions C-21453 through C-21471	2.4b.		

Resolutions C-21453, C-21457, C-21463, C-21464, C-21468 were withdrawn prior to the meeting.

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

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

19 14 Resolutions of Necessity:

Resolutions ~~C-21453~~ C-21454 through C-21456, C-21458 through C-21462, C-21465 through C-21467 and C-21469 through C-21471

- Resolution C-21453 (MHC Ponderosa Limited Partnership, a Delaware limited Partnership – 03-ED-49-PM 24.1 – Parcel 36483-1, 2, 3, 4 – EA 0F3109) - *Withdrawn prior to the CTC Meeting.*
- Resolution C-21457 (Loma Linda University, et al. - 06-Ker-46-PM 32.32 - Parcel 87121-87124-1, 2 - EA 442549) - *Withdrawn prior to the CTC Meeting.*
- Resolution C-21463 (Assignment Services Inc. - 07-LA-138-PM 55.98 - Parcel 76211-1 - EA 286209) - *Withdrawn prior to the CTC Meeting.*
- Resolution C-21464 (James D McDonald, Jr. and Karen Ann McDonald - 07-LA-138-PM 67.6 - Parcel 76669-1 - EA 286309) - *Withdrawn prior to the CTC Meeting.*
- Resolution C-21468 (Southern California Public Power Authority - 08-SBd-58-PM R5.78 - Parcel 234492-1, 2 - EA 347709) - *Withdrawn prior to the CTC Meeting.*

44	<u>Director's Deeds:</u> Items 1 through 41 Excess Lands - Return to State: \$18,895,724 Return to Others: \$0	2.4d.		
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Director's Deed number 5 was withdrawn prior to the meeting.

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

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

Items 1 through ~~4~~ and ~~6~~ through 41

Excess Lands – Return to State: ~~\$18,895,724~~ \$15,885,724

Return to Others: \$0

- Item 5 (04-Ala-580, KP 74.3, DD 056359-01-01, II RAM 680/I-40 West, Amarillo, TX Ltd.) - *Withdrawn prior to the CTC Meeting*

45	<u>Reduction to the CAAP A&D Aeronautic Allocations for:</u> <ul style="list-style-type: none"> • Brackett Field Airport (LA-25-10-1) in Los Angeles County • Montague/Yreka Field Airport (Sis-2-14-01) in Siskiyou County 	2.7c.(1)- 2.7c.(2)		
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This item was presented and approved as part of the Consent Calendar.

46	<u>Technical Correction for TIRCP projects:</u> Correct the "Budget Item" and "Fund Type" from "302-0042R/SHA" to "301-0046R/PTA" for three previously approved Transit & Intercity Rail Capitol Program projects.	2.9		
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This item was presented and approved as part of the Consent Calendar.

END OF CONSENT CALENDAR				
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POLICY MATTERS				
47	Innovations in Transportation <ul style="list-style-type: none"> • Peloton Technology 	4.3	Garth Hopkins Jonny Morris	I C

CTC Deputy Director Garth Hopkins and Peloton Technologies Jonny Morris presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*	
48	2015 Report on Caltrans' Review of Metropolitan Planning Organization's Regional Transportation Plans	4.6	Laura Pennebaker Coco Briseno	I	D

Caltrans Coco Briseno presented this informational item.

49	Development of Guidelines for Regional Transportation Plans and the California Transportation Plan Update	4.22	Laura Pennebaker	I	C
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CTC Assistant Deputy Director Laura Pennebaker presented this informational item.

50	Capital Outlay Support Workload Forecast Methodology Report	4.9	Eric Thronson	I	C
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CTC Deputy Director Eric Thronson presented this informational item.

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

Capital Outlay Support Workload Forecast Methodology Report

YELLOW BOOK ITEM

51	Letter of No Prejudice Guidelines Adoption	4.16	Laurel Janssen	A	C
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Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Dunn

Recused: None

Absent: Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

52	Road Charge Technical Advisory Committee and Pilot Program Update	4.4	Mitch Weiss	A	C
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Recommendation: Approval

Action Taken: Approved

Motion: Ghielmetti

Second: Burke

Recused: None

Absent: Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

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

Road Charge Technical Advisory Committee and Pilot Program Update

YELLOW BOOK ITEM

53	City of Los Angeles - Traffic Light Synchronization Projects	4.10	Dawn Cheser Dan Mitchell	I	C
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CTC's Dawn Cheser and Los Angeles Department of Transportation Assistant General Manager Dan Mitchell presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*	
ENVIRONMENTAL MATTERS					
Environmental Matters – Approval of Projects for Future Consideration of Funding, Route Adoption or New Public Road Connection (Final Negative Declaration or EIR)					
54	Approval of Project for Future Consideration of Funding: 04 – Alameda County Lake Merritt to Bay Trail Bicycle/Pedestrian Bridge Construction of an elevated pedestrian and bicycle bridge. (FEIR) (PPNO 2190J) (ATP) <i>(Related Item under Tab 77.)</i>	2.2c.(8)	Jose Oseguera	A	C

Recommendation: Approval

Action Taken: Approved

Motion: Dunn

Second: Earp

Recused: Ghielmetti

Absent: Alvarado, Kehoe, Madaffer

Vote result: 6-0

Ayes: Burke, Dunn, Earp, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

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

Approval of Future Consideration of Funding

--Correct resolution in Book Item as Resolution E-46-34 E-16-32

YELLOW REPLACEMENT ITEM
and PINK SUPPLEMENTAL ITEM (Letter)

Airspace Leases					
55	Request to authorize execution of new lease, including a 20-year term extension, with existing tenant Basin Street Properties in Mill Valley	2.4c.	Stephen Maller Jennifer S. Lowden	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Ghielmetti

Recused: None

Absent: Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

PROGRAM UPDATES					
Active Transportation Program					
56	Technical Adjustments to the 2015 Active Transportation Program	4.14	Laurie Waters	A	C

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Burke

Recused: None

Absent: Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

Proposition 1B Program					
57	Adoption of the 2016 Highway Railroad Crossing Safety Account Program Guidelines	4.11	Dawn Cheser	A	C

Recommendation: Approval

Action Taken: Approved

Motion: Dunn

Second: Tavaglione

Recused: None

Absent: Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
58	Proposition 1B Intercity Rail Program Amendment <i>(Related Items under Tabs 75 & 76.)</i>	4.17	Laurel Janssen Bruce Roberts	A	D

Recommendation: Approval

Action Taken: Approved with language added to reflect that Caltrans and STA will continue to support this project.

Motion: Guardino **Second:** Burke **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

Speakers: Michael Zeller - Transportation Authority for Monterey County
Peter Rodgers – San Luis Obispo Council of Governments & Coast Rail Coordinating Council

Proposition 1A Program					
59	Proposition 1A High Speed Passenger Train Bond Program Amendment <i>(Related Item under Tab 80.)</i>	4.18	Laurel Janssen	A	C

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Ghielmetti **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

STIP Program					
60	Update on the 2015-16 STIP Delivered List of Allocations Requested but not yet Approved	4.7	Laurel Janssen Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Earp **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

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

Update on the 2015-16 STIP Delivered List of Allocations Requested but not yet Approved

--Revise Attachment for 4.7c. to correct the Budget Year for the following projects:

--Project 6 (PPNO 04-5301U) 2014-15 2015-16.

--Project 8 (PPNO 11-7421W) 2014-15 2015-16.

61	STIP Amendment for Notice: The Metropolitan Transportation Commission, the San Mateo City/County Council of Governments (C/CAG) and the San Mateo County Transportation Authority are proposing to program an AB 3090 cash reimbursement project (PPNO 0690B) to use local funds for construction of the US 101/Willow Road Interchange project (0690A) in San Mateo County.	2.1b.	Laurel Janssen Bruce De Terra	I	D
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CTC Deputy Director Laurel Janssen presented this informational item.

Tab #	Item Description	Ref. #	Presenter	Status*	
SUPPLEMENTAL FUNDS REQUEST					
62	Request for \$320,000 in additional funds to complete the construction contract for a SHOPP project which will repair a damaged bridge on Route 163 in San Diego County (PPNO 4486). This results in an increase of 113.9 percent over the current allocation.	2.5e.	Stephen Maller Laurie Berman	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Burke **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 6-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Inman, Tavaglione

Nays: None

Abstained: None

PROGRAM UPDATE					
SHOPP Program					
63	Request to: --Add 28 new projects into the 2014 SHOPP. --Revise 15 projects currently programmed in the 2014 SHOPP.	2.1a.(1)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Earp **Second:** Dunn **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 6-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Inman, Tavaglione

Nays: None

Abstained: None

64	Request to: --Add six new projects into the 2016 SHOPP. --Revise 27 projects currently programmed in the 2016 SHOPP. --Develop two Long Lead projects.	2.1a.(2)	Rick Guevel Bruce De Terra	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Ghielmetti **Second:** Tavaglione **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 6-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Inman, Tavaglione

Nays: None

Abstained: None

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

Request to add six new projects into the 2016 SHOPP, revise 27 projects currently programmed in the 2016 SHOPP, and Develop two Long Lead projects

YELLOW BOOK ITEM

ALLOCATIONS					
Minor Program Allocations					
65	Request of \$2,425,000 for three Minor projects.	2.5a.	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Earp **Second:** Dunn **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
SHOPP Allocations					
66	Request of \$112,954,000 for 20 SHOPP projects as follows: 2.5b.(1a) --\$85,031,000 for 11 SHOPP projects. 2.5b.(1b) --\$27,923,000 for nine projects amended into the SHOPP.	2.5b.(1)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Earp

Recused: None

Absent: Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

SHOPP Allocations - Advancements					
67	Request of \$240,000 for the SHOPP planting mitigation project near Gaviota Gorge Tunnel (PPNO 2292Y), in Santa Barbara County, on the State Highway System, programmed in FY 2016-17.	2.5b.(2)	Rick Guevel Bruce De Terra	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione

Second: Burke

Recused: None

Absent: Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

STIP Allocations					
68	Request of \$4,736,000 for two State administered STIP projects, on the State Highway System. <i>(Related Item under Tab 3.)</i>	2.5c.(1)	Laurel Janssen Bruce De Terra	A	D

Items 68-70 were taken together

Recommendation: Approval

Action Taken: Approved

Motion: Dunn

Second: Tavaglione

Recused: None

Absent: Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

69	Request of \$2,410,000 for two locally administered STIP projects, on the State Highway System. <i>(Related Item under Tab 35.)</i>	2.5c.(2)	Laurel Janssen Bruce De Terra	A	D
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Items 68-70 were taken together

Recommendation: Approval

Action Taken: Approved

Motion: Dunn

Second: Tavaglione

Recused: None

Absent: Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

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

Allocation request of \$2,410,000 for two State administered STIP projects on the SHS

--Revise Attachment for Project 2 (PPNO 10-2454); Correct Recipient as Amador County Transportation Commission

Tab #	Item Description	Ref. #	Presenter	Status*	
70	Request of \$11,160,000 for 10 locally administered STIP projects, off the State Highway System. 2.5c.(3a) -- \$10,968,000 for eight STIP projects. 2.5c.(3b) - \$ 192,000 for two STIP Planning, Programming, and Monitoring projects.	2.5c.(3)	Laurel Janssen Bruce De Terra	A	D

Items 68-70 were taken together

Recommendation: Approval

Action Taken: Approved

Motion: Dunn **Second:** Tavaglione **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

Allocation of Project with Cost that Exceed 20 Percent of the Programmed Amount					
71	Request of \$19,880,000 for one SHOPP project to repair slope damaged by storm along Route 101 in Mendocino County (PPNO 4550). This is an adjustment of 44.5 percent over the original programmed amount.	2.5d.(1)	Stephen Maller Charlie Fielder	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Ghielmetti **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

72	Request of \$4,240,000 for one STIP environmental mitigation project for the Willits Bypass on Route 101 in Mendocino County (PPNO 0125Y). This is an adjustment of 92.7 percent over the original programmed amount.	2.5d.(2)	Stephen Maller Charlie Fielder	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Earp **Second:** Dunn **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

73	Request of \$3,188,000 for one SHOPP project to improve intersection on Route 43 in Kings County (PPNO 6619). This is an adjustment of 66.1 percent over the original programmed amount. <i>(Related Item under Tab 35.)</i>	2.5d.(3)	Stephen Maller Sharri Bender Ehler	A	D
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Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Burke **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
Proposition 1B Intercity Rail (ICR) Project Allocation					
74	Request of \$900,000 for the locally administered ICR Wayside Power Surge (PPNO 75-2118) in Placer County. <i>(Related Item under Tab 59.)</i>	2.5g.(8)	Laurel Janssen Bruce Roberts	A	D

Items 74 & 75 were taken together

Recommendation: Approval

Action Taken: Approved

Motion: Dunn **Second:** Ghielmetti **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

Passenger Equipment Acquisition Fund (PEAF) Project Allocation					
75	Request of \$6,674,000 for the acquisition of one diesel electric locomotive, Locomotive #21 (PPNO PE001) Passenger Equipment Acquisition Fund funded project. <i>(Related Item under Tab 59.)</i>	2.6a.(4)	Laurel Janssen Bruce Roberts	A	D

Items 74 & 75 were taken together

Recommendation: Approval

Action Taken: Approved

Motion: Dunn **Second:** Ghielmetti **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

Active Transportation Program (ATP) Allocations					
76	Request of \$39,801,000 for 42 Active Transportation Program projects. <i>(Related Item under Tab 40 & 55)</i>	2.5w.(1)	Laurie Waters Rihui Zhang	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Dunn **Second:** Burke **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

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

Allocation request of \$39,801,000 for 42 Active Transportation Program projects

--Revise Attachment for Project 1 (PPNO 01-4612); Correct Right of Way Certification date as PENDING 05/10/2016.

Active Transportation Program (ATP) Allocation - Advancements					
77	Request of \$637,000 for 10 locally administered ATP projects, programmed in FY 16-17.	2.5w.(2)	Laurie Waters Rihui Zhang	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
Waterborne Ferry Project Allocation					
78	Request of \$3,244,000 for the Waterborne Ferry Program in the San Francisco Bay Area for FY 2016-17.	2.6d.	Teresa Favila Bruce Roberts	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Earp **Second:** Tavaglione **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

Multi-Funded - Proposition 1A/Transit & Intercity Rail Capital Program (TIRCP) Project Allocation					
79	Request of \$14,800,000 for the multi-funded Proposition 1A/TIRCP Capitol Corridor Travel Time Reduction project (PPNO CP012), in various counties. <i>(Related Item under Tab 60.)</i>	2.6f.(1)	Laurel Janssen Bruce Roberts	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Burke **Second:** Dunn **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

Transit & Intercity Rail Capital Program (TIRCP) Project Allocations					
80	Request of \$10,200,000 for two Transit and Intercity Rail Capital Program projects.	2.6g.	Laurel Janssen Bruce Roberts	A	D

Recommendation: Approval

Action Taken: Approved

Motion: Tavaglione **Second:** Earp **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

TIME EXTENSION REQUESTS					
Project Allocation Time Extension					
81	Request to extend the period of allocation for 38 Active Transportation Program projects, per ATP Guidelines.	2.8a.	Teresa Favila Rihui Zhang	A	D

Recommendation: Approval of revised Staff Recommendations

Action Taken: Approved

Motion: Burke **Second:** Guardino **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

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

Request to extend the period of allocation for 38 32 Active Transportation Program projects, per ATP Guidelines

YELLOW REPLACEMENT ITEM

--Revise Agenda Language. Yellow Replacement Item is correct.

--Revise Yellow Attachment:

▯ Project 28 (PPNO 08-1188); correct Extension Amount (\$ in thousands) as \$1,882 \$1,822.

▯ Project 34 (PPNO 12-2170A); correct Extension Amount (\$ in thousands) \$1,025 \$832.

Tab #	Item Description	Ref. #	Presenter	Status*	
Contract Award Time Extension					
82	Request to extend the period of contract award for the Water Quality Improvement SHOPP project (PPNO 1067B) in San Francisco County, per STIP Guidelines.	2.8b.(1)	Teresa Favila Bruce De Terra	A	D

Items 82-87 were taken together

Recommendation: Approval of Staff Recommendations

Action Taken: Approved

Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

83	Request to extend the period of contract award for two Aeronautic – A&D Program projects, per Aeronautics Guidelines Resolution G-14-03.	2.8b.(2)	Teresa Favila Gary Cathey	A	D
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Items 82-87 were taken together

Recommendation: Approval of Staff Recommendations

Action Taken: Approved

Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

84	Request to Extend the period of contract award for two Active Transportation Projects, per ATP Guidelines.	2.8b.(3)	Teresa Favila Rihui Zhang	A	D
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Items 82-87 were taken together

Recommendation: Approval of Staff Recommendations

Action Taken: Approved

Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

Project Completion Time Extension					
85	Request to extend the period of project completion for the locally administered STIP Rail Hercules Intercity Rail Station project (PPNO 2011F) in Contra Costa County, per STIP Guidelines.	2.8c.(1)	Teresa Favila Bruce Roberts	A	D

Items 82-87 were taken together

Recommendation: Approval of Staff Recommendations

Action Taken: Approved

Motion: Tavaglione **Second:** Dunn **Recused:** None **Absent:** Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

Tab #	Item Description	Ref. #	Presenter	Status*	
86	Request to extend the period of completion for the locally administered Hercules Bay Trail, Bio Rad Segment STIP project (PPNO 2025E), in Contra Costa County, per STIP Guidelines.	2.8c.(2)	Teresa Favila Rihui Zhang	A	D

Items 82-87 were taken together

Recommendation: Approval of Staff Recommendations

Action Taken: Approved

Motion: Tavaglione

Second: Dunn

Recused: None

Absent: Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

Project Development Time Extension					
87	Request to extend the period of project development expenditures for the Downtown Hoopa Traffic Enhancement STIP project (PPNO 2262), in Humboldt County, per STIP Guidelines.	2.8d.	Teresa Favila Bruce De Terra	A	D

Items 82-87 were taken together

Recommendation: Approval of Staff Recommendations

Action Taken: Approved

Motion: Tavaglione

Second: Dunn

Recused: None

Absent: Alvarado, Kehoe, Madaffer

Vote result: 7-0

Ayes: Burke, Dunn, Earp, Ghielmetti, Guardino, Inman, Tavaglione

Nays: None

Abstained: None

OTHER MATTERS / PUBLIC COMMENT		6.			
ADJOURN					

Susan Bransen

Susan Bransen, Executive Director

June 14, 2016

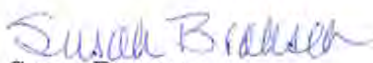
Date

Memorandum

Addendum

To: CHAIR AND COMMISSIONERS

Date: June 29, 2016

From: 
Susan Bransen
Executive Director

File: 1.5
Action

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

Carl Guardino

- March 1 – Meeting with SPUR Re: Future of CalTrain. Palo Alto
- March 11 – Speaker at SIE&R Re: Bay Area Transportation. Palo Alto
- March 14 – Teleconference with CTC Staff Re: Agenda Briefing. San Jose.
- March 15 – Meeting with Business Stakeholders Re: Regional Transportation Funding. San Jose
- March 16 – Attended CTC Commissioners Retreat. Irvine
- March 18 – Teleconference with Brian Annis Re: Cap and Trade Funds. San Jose
- March 20 – Meeting with Joe Simitian and Local Mayor Re: Regional Transportation Funding. Palo Alto
- March 24 – Speaker at San Jose Chamber Board Meeting Re: Regional Transportation Funding. San Jose
- March 30 – Meeting with Nuria Fernandez, Cindy Chavez and Sam Liccardo Re: BART Funding. San Jose


Joe Tavaglione

- March 14 - Teleconference with CTC Staff Re: Agenda Briefing. Riverside
- March 15 – Teleconference with CTC Staff Re: Project Delivery Committee. Riverside
- March 16 – Attended CTC Commissioners Retreat. Irvine
- March 31 – Meeting with California Baptist College Re: Adams Street Interchange. Riverside.

Memorandum

To: CHAIR AND COMMISSIONERS

Date: June 29, 2016

From: 
Susan Bransen
Executive Director

File: 1.5
Action

Subject: Meeting for Compensation for April 2016 (March 31 – April 29)

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

The following list of meetings is submitted for Commission approval:

Regular Commission Meeting Activities:

No Regular Commission Meeting Activities

Additional Meetings:

Bob Alvarado

- April 12 - Teleconference with CTC Staff Re: STIP Recommendations Briefing. Oakland

Yvonne Burke

No Meetings Reported

Lucetta Dunn

- April 7 – Teleconference with Susan Bransen Re: Executive Director Update. Irvine
- April 13 – Teleconference with CTC Staff Re: STIP Recommendations Briefing. Irvine

- April 14 – Teleconference with Mike Kraman. Re: Transportation Funding Issues. Irvine
- April 28 – Attended I-405 Toll Facility Public Hearing. Costa Mesa
- April 29 – Meeting with Darrel Johnson Re: SR-55. Irvine

Jim Earp

- April 6 – Meeting with Susan Bransen Re: Executive Director Update. Roseville
- April 13 – Teleconference with CTC Staff Re: STIP Recommendations Briefing. Roseville
- April 14 – Attended BCAG Town Hall Meeting. Chico

James Ghielmetti

- April 11 – Meeting with Stephen Maller Re: Bicycles in San Francisco. San Francisco
- April 12 - Teleconference with CTC Staff Re: STIP Recommendations Briefing. Pleasanton
- April 13 – Attended the Northern California Super Region Meeting. Chico
- April 14 – Attended BCAG Town Hall Meeting and Tour. Chico
- April 26 – Teleconference with Nick Joseowitz Re: BART Bonds. Pleasanton

Carl Guardino

- March 31 – Meeting with Regional County Council Members Re: Sub-Regional Transportation Needs. Mountain View
- April 1 - Teleconference with Susan Bransen Re: Commission Communications. San Jose
- April 11 – Teleconference with Local Officials Re: SR-17 Traffic. San Jose
- April 14 – Attended Santa Clara County Mayors Meeting. Sunnyvale
- April 18 – Meeting with Regional Transportation Officials Re: Regional Transportation Priorities. San Jose
- April 22 – Meeting with Monte Sereno Officials Re: SR-17. Los Gatos
- April 28 – Meeting with Local Officials Re: SR-17 Traffic. San Jose
- April 29 – Meeting with Caroline Flowers Re: CalTrain and BART Improvements. San Francisco

Fran Inman

- April 4 – Speaker at Caltrans Freight Training. Oakland
- April 5 - Teleconference with Susan Bransen Re: Executive Director Update. City of Industry
- April 7 – Teleconference with Goods Movements MPO's Re: Freight Call. City of Industry
- April 12 - Teleconference with CTC Staff Re: STIP Recommendations Briefing. City of Industry
- April 12 – Meeting with Doran Barnes and David Reyno Re: Energy and Miscellaneous Transit Issues. West Covina
- April 13 – Speaker at California Short Line Railroad Association. Sacramento
- April 13 – Attended Sustainability Tour. Chico
- April 14 - Attended BCAG Town Hall Meeting and Tour. Chico

- April 19 – Meeting with Nyariana Maiko Re: Technology and Freight Performance Indicators. Long Beach
- April 20 – Teleconference with the Freight Efficiency Workgroup Re: White Papers and Moving Forward. City of Industry
- April 21 – Participated in the Women in Appointed Leadership Conference. Anaheim
- April 28 – Speaker at Southern California Logistics Summit. Pomona

Christine Kehoe

No Meetings Reported

Jim Madaffer

- April 1 – Teleconference with Eric Sauer Re: Road Charge Issues. San Diego
- April 4 – Speaker at OCTA Regional Planning and Highways Committee Meeting. Orange
- April 5 – Teleconference with Road Charge TAC Re: Policy Issues San Diego
- April 11 - Teleconference with Susan Bransen Re: Executive Director Update. San Diego
- April 13 – Teleconference with CTC Staff Re: STIP Recommendations Briefing. Sacramento
- April 13 – Attended Sustainability Tour. Chico
- April 14 - Attended BCAG Town Hall Meeting and Tour. Chico
- April 26 – Meeting with Assemblymember Chad Mayes. Sacramento
- April 28 – Teleconference with CTC Staff Re: Road Charge TAC. San Diego


Joseph Tavaglione

- April 12 – Meeting with Susan Bransen and Assemblymember Linder Re: Transportation Funding. Sacramento
- April 13 – Teleconference with CTC Staff Re: STIP Recommendations Briefing. Sacramento
- April 13 – Attended Sustainability Tour. Chico
- April 14 - Attended BCAG Town Hall Meeting and Tour. Chico
- April 18 – Teleconference with Union Pacific Railroad. Riverside

Memorandum

To: CHAIR AND COMMISSIONERS

Date: June 29, 2016

From: 
Susan Bransen
Executive Director

File: 1.5
Action

Subject: Meeting for Compensation for May 2016 (April 30 – May 31)

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

The following list of meetings is submitted for Commission approval:

Regular Commission Meeting Activities:

- May 18 - CTC meeting in Stockton (Commissioners Madaffer and Kehoe were absent. All other Commissioners attended all or part of the meeting)
- May 19 - CTC meeting in Sacramento (Commissioners Alvarado, Madaffer and Kehoe were absent. All other Commissioners attended all or part of the meeting)

Additional Meetings:

Bob Alvarado

No Additional Meetings Reported

Yvonne Burke

- May 12 – Teleconference with LA METRO Staff Re: May Agenda Items. Los Angeles
- May 16 – Teleconference with CTC Staff Re: Agenda Briefing. Los Angeles
- May 18 – Attended the CTC Legislative Breakfast. Sacramento
- May 20 – Attended LA METRO's Expo Line to Santa Monica Opening. Los Angeles

Lucetta Dunn

- May 2 – Teleconference with Mike Kraman Re: TCA and SR-241. Irvine
- May 2 – Teleconference with the Fix Our Roads Coalition Re: Transportation Funding. Irvine
- May 4 – Attended Secretary Mary Peters Transportation Roundtable. Irvine
- May 4 – Teleconference with Mike Kraman Re: SR-241. Irvine
- May 10 – Attended Mobility 20 Board Meeting via Teleconference. Irvine
- May 17 – Teleconference with Assemblymember Chad Mayes and Steve Pontell Re: State Transportation Funding.
- May 17 – Teleconference with OCTA and Caltrans Re: CTC Agenda Briefing. Irvine

Jim Earp

- May 12 – Meeting with Amarjeet Benipal Re: SR-50 Resolution of Necessity. Rocklin
- May 16 - Teleconference with CTC Staff Re: Agenda Briefing. Sacramento
- May 17 – Teleconference with CTC Staff Re: Project Delivery Committee. Sacramento
- May 17 – Meeting with Assemblymembers Frazier and Linder Re: Transportation Funding. Sacramento
- May 18 – Attended the CTC Legislative Breakfast. Sacramento

James Ghielmetti

- May 4 – Teleconference with Susan Bransen Re: Presidio Parkway. Pleasanton
- May 16 - Teleconference with CTC Staff Re: Agenda Briefing. Pleasanton
- May 17 – Teleconference with CTC Staff Re: Project Delivery Committee. Sacramento
- May 18 – Attended the CTC Legislative Breakfast. Sacramento
- May 31 – Meeting with Jake Mackenzie Re: Bay Area Transportation Issues. Rohnert Park

Carl Guardino

No Additional Meetings Reported

Fran Inman

- May 2 – Teleconference with Will Ritter Re: Metro and TCIF Proposals/Freight Funding. City of Industry
- May 5 – Attended SCAG General Assembly and Regional Council Meeting. La Quinta
- May 6 – Attended SCAG General Assembly and Regional Council Meeting. La Quinta
- May 10 - Attended CFAC Meeting. Sacramento
- May 16 – Meeting with St John’s Re: METRO Fly Over and Adams/110 Freeway
- May 18 – Attended the CTC Legislative Breakfast. Sacramento
- May 20 – Speaker at Devore Interchange Improvement Opening. San Bernardino
- May 20 – Participant at CAGTC. Washington D.C.
- May 21 – Participant at CAGTC. Washington D.C.
- May 26 – Meeting with Bill Van Amburg Re: CALSTART. City of Industry

Christine Kehoe

No Additional Meetings Reported

Jim Madaffer

No Additional Meetings Reported

Joseph Tavaglione

No Additional Meetings Reported

2017 MEETING SCHEDULE
CALIFORNIA TRANSPORTATION COMMISSION

Proposed June 29, 2016

JANUARY 18(W) – 19(TH), 2017 – SACRAMENTO AREA

FEBRUARY 2017 – NO REGULARLY SCHEDULED COMMISSION MEETING

MARCH 15(W) – 16(TH), 2017 – SOUTHERN CALIFORNIA

March 15 – Commission Retreat, Southern California

APRIL 2017 – NO REGULARLY SCHEDULED COMMISSION MEETING

April 12 & 13 – Town Hall Meeting -TBD

MAY 17(W) – 18(TH), 2017 – CENTRAL VALLEY

JUNE 28(W) – 29(TH), 2017 – SACRAMENTO AREA

JULY 2017 – NO REGULARLY SCHEDULED COMMISSION MEETING

AUGUST 16(W) – 17(TH), 2017 – SAN DIEGO AREA

SEPTEMBER 2017 – NO REGULARLY SCHEDULED COMMISSION MEETING

September 14 & 15 – Town Hall Meeting - TBD

OCTOBER 18(W) – 19(TH), 2017 – BAY AREA

October 18 – Commission Retreat, Bay Area

NOVEMBER 2017 – NO REGULARLY SCHEDULED COMMISSION MEETING

DECEMBER 6(W) – 7(TH), 2017 – INLAND EMPIRE

COMMISSION REPORTS

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

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.

REPORT BY UNITED STATES
DEPARTMENT OF TRANSPORTATION

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

1.8

REPORT BY REGIONAL AGENCIES MODERATOR

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

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.

INNOVATIONS IN TRANSPORTATION

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE JUNE 29-30, 2016 CALIFORNIA
TRANSPORTATION COMMISSION MEETING

STATE AND FEDERAL LEGISLATIVE MATTERS

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

BUDGET AND ALLOCATION CAPACITY UPDATE

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE JUNE 29-30, 2016
CALIFORNIA TRANSPORTATION COMMISSION MEETING

**ROAD CHARGE TECHNICAL ADVISORY
COMMITTEE AND PILOT PROGRAM UPDATE**

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE JUNE 29-30, 2016
CALIFORNIA TRANSPORTATION COMMISSION MEETING

4.11

**COMMISSION COMMENTS TO THE DRAFT
CALIFORNIA SUSTAINABLE FREIGHT ACTION
PLAN**

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE JUNE 29-30, 2016
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

Tab 17

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 4.12
Information

From: SUSAN BRANSEN
Executive Director

Subject: **GUIDELINES FOR REGIONAL TRANSPORTATION PLANS AND THE CALIFORNIA TRANSPORTATION PLAN**

SUMMARY:

During the months of May and June, staff began outreach efforts to State & regional agencies, Tribal Governments, and other stakeholders, to discuss the scope and timeline of the update of the Regional Transportation Plan (RTP) and the development of the first ever California Transportation Plan (CTP) Guidelines. A kick-off meeting to convene all interested stakeholders and provide an overview of the process to develop guidelines will be held June 30th from 1p.m. – 5p.m. in the Lincoln Plaza, First Floor Auditorium located at 400 P Street, Sacramento, CA. The meeting will also be webcast.

Notice of the kick-off meeting was sent to approximately 4,000 stakeholders including state, regional, and local government entities and private industry. Stakeholders represent a variety of interests including transportation, public health, environmental, and social equity. The meeting will include panel discussions featuring representatives from Federal, State and regional agencies, Tribal Governments, and organizations representing environmental, equity, land-use and business perspectives. The presenters will identify important stakeholder issues for consideration in the development of regional and statewide transportation planning guidance.

Workgroups will be organized to discuss specific policy and technical topics to be addressed in the RTP and CTP Guidelines, including but not limited to freight, public health, active transportation, social equity, modeling, environmental considerations (air quality, climate change mitigation and adaptation, etc.), and other policy areas as needed. The workgroups will be open to all interested stakeholders and will serve as a facilitated, consensus-driven mechanism to undertake changes to the RTP and CTP Guidelines.

Release of initial draft RTP and CTP Guidelines is expected in early July. Stakeholder engagement through workgroup meetings and public comment is anticipated to take place from July through October with informational updates to the Commission at the August and October meetings. It is anticipated the Final RTP and CTP Guidelines will be presented to the Commission for consideration at the December meeting.

BACKGROUND:

Pursuant to California Government Code Sections 14512, 14522, and 14524.3, the Commission has requested Caltrans to prepare an update of the 2010 RTP Guidelines and to develop the first ever guidelines for the CTP. The Commission, in partnership with the California Department of Transportation (Caltrans), the Air Resources Board, and other State agencies will undertake a stakeholder-driven process to concurrently update the RTP Guidelines and develop CTP Guidelines for Commission consideration at the end of the calendar year.

2010 RTP Guidelines Update

The RTP Guidelines are intended to set forth a uniform, statewide long-range regional transportation planning framework; promote an integrated, multi-modal, and cooperative planning process; and facilitate the efficient delivery of transportation projects that meet local, regional, and state goals. The RTP Guidelines were last updated in 2010 to address new requirements for RTPs resulting from the passage of Senate Bill (SB) 375 (Steinberg, 2008). This update was an inclusive, transparent effort which brought a variety of interested stakeholders together to achieve consensus on complex technical and policy areas related to the development of Senate Bill (SB) 375-compliant RTPs.

Since 2010 there has not been a large-scale change in the requirements for RTPs as was seen through the passage of SB 375. An update to the 2010 RTP Guidelines is necessary in light of changes to State statute resulting from the passage of Assembly Bill 441 (Monning, 2012) which requires the incorporation of best practices for public health into the RTP Guidelines, as well as changes to federal statute resulting from the passage of the Fixing America's Surface Transportation (FAST) Act of 2015. Additionally, updates to the 2010 RTP Guidelines are needed to reflect advances in the practice of long-range transportation planning including improvements in the areas of modeling, public health and active transportation, goods movement, climate adaptation planning, and performance measurement.

CTP Guidelines Development

Pursuant to Federal regulations (23 CFR 450.214) and State statute (Government Code Section 14000.6 and 65071, *et seq.*), Caltrans is required to prepare a statewide long-range transportation plan – the California Transportation Plan (CTP). The CTP serves as the transportation policy plan designed to meet California's mobility needs and reduce greenhouse gas emissions over the next 20 years. The plan envisions a fully integrated, multi-modal, and sustainable transportation system that supports economic vitality, protects environmental resources, and promotes the health and well-being for all Californians. The CTP provides a common policy framework that will guide Caltrans modal plans and programs as well as inform transportation investments and decisions by all levels of government, the private sector, and key transportation stakeholders.

SB 486 (DeSaulnier, 2013) authorized and encouraged the Commission, in cooperation with Caltrans, to prepare guidelines for the development of the CTP. The CTP Guidelines will be developed concurrently with the update of the RTP Guidelines, through a transparent public process with stakeholder input and in direct consultation with staff from Caltrans, the Air Resources Board, and other state agencies as appropriate.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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 THIRD QUARTER PROJECT DELIVERY REPORT**

Attached is the California Department of Transportation's Fiscal Year 2015-16 Third Quarter Project Delivery Report.

Attachment



Third Quarter Fiscal Year 2015-16 Project Delivery Report

**Quarterly Report to the
California Transportation
Commission**



Contents

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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 – 3rd Quarter Fiscal Year 2015-16									
Measure	Year-To-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal	Status
	Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent	
Project Approval, Environmental Documents									
Draft Environmental Documents Completed	44	67	66	82	54	70	85	80	✓
Projects Approved	166	214	78	263	63	246	93	90	✓
Right of Way: Projects Certified									
Projects Certified	160	164	98	260	62	254	98	100	☒
Allocation Funds Committed (millions)	\$111	NA	NA	\$144	77	\$144	100	100	✓
Delivery: Projects Designed and Ready for Construction									
Projects Designed and Ready for Construction	114	140	81	244	47	240	98	100	☒
Capital Value Ready for Allocation (millions)	\$526	\$1,021	51	\$2,052	26	\$1,861	91	100	☒
Construction: Projects Constructed									
Contracts Accepted	148	184	80	209	71	199	95	95	✓

Measure	Year-To-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal	Status
	Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent	
Closeout Costs									
State Transportation Improvement Program Costs (millions)	\$1,601	\$1,644	97	NA	NA	NA	NA	< 100	✓
State Highway Operations and Protection Program Costs (millions)	\$1,134	\$1,267	90	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 April 1, 2016, Caltrans had 729 projects valued at \$8.8 billion under construction. We have identified risks below on 22, or 3.0 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	5	3		\$10-15 million	Construction Capital \$ 67 million	If supplemental funds are needed, this will occur in the next 6 months.
			2	\$45-50 million	Construction Support \$ 172 million	If supplemental funds are needed, this will occur in 6 months to 2 years (or more).
Construction Projects in Progress	17	12	11	\$100-110 million	Construction Capital \$ 780 million	If supplemental funds are needed, this will occur in 6 months to 2 years (or more).
TOTALS	22	15	13			

Note: Projects stricken are excluded from project counts

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 Support
Additional funds are needed for construction support over-expenditures. The construction support over-expenditure was a consequence of higher than anticipated amount of consultant work for construction materials testing and inspection work. The current plan is to use savings from Construction Capital for Construction Support over-expenditures.							
Mer	99	Plainsburg Road Freeway	Bond, STIP	\$53.1	\$8.3	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 funds 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	Relocate Cordelia Truck Scales	Bond, SHOPP	\$31.8	\$29.1	H =	Construction Capital
Supplemental funds may be needed to settle a remaining claim which is in arbitration.							
SM	1	Devil's Slide Environmental Commitments	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. 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. Project should be accepted after final ADA certification is approved.							
LA	405	Widen Highway	SHOPP	\$22.3	\$13.5	D	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 will be sufficient to cover claims.							
Sol	80/12	WB I-80 to SR 12 Connector and Green Valley Rd Interchange	Bond, STIP	\$56.4	\$21.5	D	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. A supplemental funds request was approved at the March CTC meeting.							
VEN	101	Bridge Replacement and Widening	SHOPP, STIP	\$84.6	\$21.3	D	Construction Capital
Additional funding is needed for arbitration settlement. A supplemental funds request for additional construction capital has been prepared for the March meeting. A supplemental funds request was approved at the March CTC meeting.							

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 = H =	Construction Capital 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.							

Caltrans

Cty	Rte	Description	Program*	Capital \$	Support \$	Risk	Component
Men	101	Willits Bypass	STIP	\$209.1	\$99.7	M = Construction Capital VH = Construction Support	
<p>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.</p>							
Mad	99	Avenue 12 Interchange	Bond, STIP	\$69.4	\$14.8	VH = Construction Support	
<p>Support costs have increased due to construction delays for utility relocation.</p>							
SJ	99	South Stockton 6-Lane Widening	Bond, STIP	\$114.0	\$15.5	VH = Construction Support	
<p>Additional funds for construction support are needed due to right of way delays to the construction work. The Construction and Maintenance Agreement (C&M) with BNSF was not approved when Construction began on 7/12/13. Utility relocation work added additional working days to the contract, which resulted in the need for additional funds. The Project Development Team is working towards reducing the amount of additional funds required for the Construction support. The proposed plan is to transfer savings from R/W capital to construction support.</p>							
LA	710	Long-life pavement	SHOPP	\$119.3	\$31.2	VH = Construction Capital H A Construction Support	
<p>Potential need for additional funds to settle outstanding claims. Working to identify potential conflicts in upcoming stages and phases of the work. There is also a need for additional support to complete the construction of the project.</p>							
LA	18	Replace Bridge Deck	SHOPP	\$2.7	\$1.0	VH = Construction Capital	
<p>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. Additional funds will be requested at the March meeting. A supplemental funds request was approved at the March CTC meeting. Additional funding that was needed for changes to bridge deck, contractor claims, delays and increases to traffic control have already been requested and approved at the March meeting. Additional supplemental 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.</p>							
SBd	138	Widening (Phase 1A)	STIP	\$52.0	\$30.3	L A Construction Capital VH ↑ Construction Support	
<p>Construction support has increased due to resolving numerous project conflicts with design, right of way, and environmental clearance, and cost escalation. At this time, the project is projected to be delayed approximately 1 year to July of 2017 for contract acceptance. In addition, there may be significant resolution meetings with contractor to resolve project delay impacts and it is estimated that additional funds may be necessary. Also, there is a potential for additional construction capital costs due to the delays. There is still G-12 capacity available to cover costs and potential claims.</p>							
Sha	299	BGI Capstone	SHOPP	\$36.8	\$8.1	VH A Construction Capital	
<p>Due to the above average rainfall occurring over the 2015-16 winter months, the project has experienced several unanticipated cut slope failures. There have been four emergency closures during this time. Many of the failures have occurred inside the project limits but outside of the planned work areas, and within completed cut slopes. A supplemental funds request was submitted for the June CTC meeting.</p>							
Tul/Fre	99	Goshen to Kingsburg 6 Lane	Bond	\$78.8	\$22.6	H = Construction Capital H = Construction Support	
<p>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.</p>							
Tul	99	Tulare to Goshen North 6-Lane	Bond, STIP	\$38.7	\$10.8	H = Construction Capital H = Construction Support	
<p>Potential for additional funds to settle claims. Capital and support costs have increased due to discovering unexpected utility conflicts.</p>							
SM	101	Broadway Interchange	STIP/Local Funds	\$51.2	\$8.0	H = Construction Support	
<p>Supplemental funds request may be needed due to knocked-down PG&E tower and entire highway closure which caused unanticipated (additional) support cost expenditures.</p>							

Caltrans

Cty	Rte	Description	Program*	Capital \$	Support \$	Risk	Component
SBd	15	Point of Entry, Truck Enforcement	SHOPP	\$41.6	\$24.1	H ↑	Construction Capital
<p>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. The remaining contingency budget is adequate to cover the existing punch list items to CCA the project. New punch list items may possibly come up, which may be beyond the contingency balance. Also, during close out of the project, if claims occur, there will be a need for a supplemental vote.</p>							
Sac	Var	High Friction Surface Treatment	SHOPP	\$2.4	\$0.5	M ↓	Construction Capital
<p>Safety project with high friction safety treatment (HFST) patent issues. Multiple unsuccessful attempts to place HFST resulted in the decision to remove the HFST work and associated capital from the contract and create an emergency project that successfully placed the HFST prior to the onset of winter weather. Potential need for additional funds to cover item adjustment costs associated with reduced item work as well as potential claims.</p>							
Sha	5	Bridge Replacement	SHOPP	\$125.0	\$43.0	M =	Construction Capital
<p>Additional funds may be needed to settle multiple outstanding claims on the project. Dispute Resolution Board hearings, facilitated dispute resolution meetings, and negotiation efforts continue in an attempt to resolve.</p>							
SB	246	Passing Lanes and Operational Improvements	STIP	\$18.0	\$12.2	M A	Construction Support
<p>Additional funds may be needed for Construction Support due to hourly rate increases and cost escalation.</p>							
SBd	138	Horsethief Creek Br Replacement	SHOPP	\$6.5	\$1.2	L ↓	Construction Capital
<p>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; additional 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. It is anticipated that project could be constructed within G-12 capacity.</p>							
Fre/Mad	99	San Joaquin River 6 Lane	Bond	\$54.1	\$14.1	L A	Construction Support
<p>Additional funds may be needed for Construction Support. The current plan is to use savings from Construction Capital to cover over-expenditures in Construction Support.</p>							
SM	101	San Francisquito Bridge Replacement	SHOPP	\$9	\$2.8	D	Construction Support
<p>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. Supplemental allocations are not required for SHOPP Construction Support.</p>							
Son	12	Laguna De Santa Rosa Bridge	SHOPP	\$11.2	\$6.8	D	Construction Capital
<p>Supplemental funds requests may be needed due to utility relocation; risk is less because only one utility relocation remains for second construction season. Utility risk has been mitigated.</p>							
LA	10	Flyover Connector	SHOPP	\$67.5	\$12.7	D	Construction Capital
<p>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. A supplemental funds request was approved at the March CTC meeting.</p>							
LA	39	Repair failed slope	SHOPP	\$1.5	\$0.6	D	Construction Capital
<p>A supplemental funds request will be required due to unforeseen 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 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. A supplemental funds request was approved at the March CTC meeting.</p>							
LA	1	Repair failed slope	SHOPP	\$7.3	\$3.5	D	Construction Capital
<p>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. District will close this project and repackage a new project. Therefore, will not be requesting additional funds.</p>							

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
LA	47	Schuyler Heim Bridge	SHOPP	\$247.3	\$32.6	D	Construction Capital Construction Support
<p><i>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. A supplemental funds request was approved at the March CTC meeting.</i></p>							

**Construction Partnership Projects In Progress
Local Agencies Implementing Agencies**

Risk	Approved Budget	Notes
Mega-projects (capital > \$500 million), funding is a mix of multiple funding sources, including State funds allocated by the commission. Mega projects carry their own unique risks, which are not quantified as part of this report.	\$2.0 Billion	If supplemental funds are needed, this will occur in the next 6 months to 2 years (or more).

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
LA	710	Gerald Desmond Bridge	Local, Bond, SHOPP	\$1,156.0	Design Build	VH	= Construction Capital
<p><i>Project is being implemented by the Port of Long Beach as a design-build project. The project contingency budget has been reduced to a negative balance after settlement of the global time related claims and recent change orders. Additional funds will be necessary for a number of known future expenditures, as well as potential risks identified in the risk management plan. On July 13th, 2015 the Port of Long Beach approved an increase in the project budget. A funding source for the increase has not been identified at this time.</i></p>							
SF	101	Doyle Drive	STIP, SHOPP, Local	\$992.9	\$50.8	VH H	↑ Construction Capital = Construction Support
<p><i>Supplemental funds request will be needed for final acceptance. Commissioners on the project delivery committee have been briefed. A supplemental funds request will be submitted at the June CTC meeting.</i></p>							
Sta	99	Pelandale Ave Interchange	Bond	\$54.6	\$4.3	D	Construction Support
<p><i>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. An allocation amendment was approved at the March CTC meeting to modify the funding plan decreasing construction capital and increasing construction support to cover the additional support without a net change to the current project allocation.</i></p>							

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
<p><i>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.</i></p>							
Mad	99	Avenue 12 Interchange	Bond, STIP	\$69.4	\$14.8	VH	= Right of Way Capital
<p><i>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.</i></p>							

Caltrans

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
SBd	138	Widening (Phase 1A)	STIP	\$52.0	\$30.3	H = Right of Way	
<p>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.</p>							
Sta	219	Widen to four lanes	STIP, Bond	\$32.8	\$9.9	H = Right of Way	
<p>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.</p>							
LA	5	Carmenita Interchange	STIP, Local	\$340.2	\$54.9	M = Right of Way	
<p>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.</p>							

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 - 5 projects	\$ 15 - 20 million	Construction Capital \$ 33 million	Results dependent on bid results, likely within next six months.
Project estimates for allocation that exceed 120 percent of construction capital budget - 8 projects	\$ 10 - 15 million	Construction Capital \$ 40 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	
<p>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 advertise the project. There is a risk that bids could still be higher than current allocation.</p>							
Men	101	Willits Mitigation Riparian Wetland	STIP	\$26.3	\$3.0	M = Construction Capital	
<p>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 allocation approved at May 2013 CTC meeting. Caltrans continues negotiations with the Army Corps of Engineers 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.</p>							
Fre	168	Auberry Road Roundabout	SHOPP	\$3.2	\$3.0	M = Construction Capital	
<p>Additional funds may be needed to award the contract due to the complicated stage construction to construct the roundabout.</p>							
Ker	58	SR 58 Friction Surface	SHOPP	\$0.3	\$0.4	L ↓ Construction Capital	
<p>Additional funds may be needed to award the contract. Potential increase in estimate due to innovative construction method.</p>							
Slo	101	Major Damage, Bridge Rail Replacement	SHOPP	\$1.5	\$0.7	L A Construction Capital	
<p>Bids opened May 17, 2016 and the project has been recommended for award to the lowest bidder. If the contract is not awarded to the lowest bidder, additional funds may be requested to award to the second lowest bidder.</p>							
Ora	73	Widen Roadway	SHOPP	\$1.9	\$1.9	D Construction Capital	
<p>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. A supplemental funds request was approved at the March CTC meeting. Project was awarded and construction began in April.</p>							
LA	405	Install Concrete Barrier & MBGR	SHOPP	\$11.2	\$3.5	D Construction Capital	
<p>Bids were higher than the engineer's estimate. District will be requesting supplemental funds at the March meeting. A supplemental funds request was approved at the March CTC meeting.</p>							

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
LA	47	Bridge Seismic Restoration	SHOPP	\$28.7	\$9.0	D	Construction Capital
<i>Bids were higher than the engineer's estimate. District will be requesting supplemental funds at the March meeting. A supplemental funds request was approved at the March CTC meeting.</i>							
Ala	880	Median Barrier	SHOPP	\$35.8	\$6.0	D	Construction Capital
<i>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. The project was awarded within G12 capacity.</i>							
SC	9	Upgrade Bridge Rail	SHOPP	\$1.6	\$0.50	D	Construction Capital
<i>Additional funds may be needed to award the contract. Bids were higher than engineers estimate. Project awarded within voted amount.</i>							

Project Estimates for Allocation That Exceed 120 Percent of Construction Capital Budget

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
Men	1	Repair Storm Damage	SHOPP	\$15.2	\$3.9	VH A	Construction Capital
<i>The project site is adjacent to the Pacific Ocean. FHWA deobligated federal funding for this storm damage project, however, a recent storm event has initiated another emergency project. Caltrans will discuss the scope of work with FHWA in June.</i>							
SJ	99	Installation of fiber optic cable in Arch Road I/C	SHOPP	\$3.0	\$0.6	VH A	Construction Capital
<i>Additional funds are needed for Construction Capital. As design progressed it was determined that both the on and off ramps needed to be widened, which increased earthwork and the amount of material required to deliver the project. These changes led to increased material costs, working days, and traffic handling, which also increased construction support resources.</i>							
Men	162	Construct Soldier Pile Walls and Drainage Galleries	SHOPP	\$8.0	\$5.6	H A	Construction Capital
<i>After obtaining preliminary geotechnical data, it was revealed that the estimated cost to completely mitigate the landslide exceeded the initial budget. The final scope has yet to be determined therefore additional funds may be needed.</i>							
Hum	101	Slip out and Drainage System Repair	SHOPP	\$5.8	\$2.5	M A	Construction Capital
<i>The risk is moderate because there is no structures work and the scope has been reduced since the initial cost estimate. The scope reduction involves removing paving work and earth work from the project.</i>							
Men	162	Repair Slip Outs and Slides	SHOPP	\$5.3	\$3.2	L A	Construction Capital
<i>Storm damage project that may need additional funds. Current scope is within budget.</i>							
Men	253	Repair Slide	SHOPP	\$4.1	\$1.0	L A	Construction Capital
<i>Storm damage project that may need additional funds. Current scope is within budget.</i>							
Hum	254	Culvert Rehabilitation	SHOPP	\$0.9	\$0.9	L A	Construction Capital
<i>Project is located adjacent to the South Fork Eel River with multiple permitting agencies involved. Environmental clearance requirements are nearly complete.</i>							
Kin	43/137	Whitley Avenue Intersection Improvements	SHOPP	\$2.4	\$2.0	D	Construction Capital
<i>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). A supplemental funds request was approved at the May CTC meeting.</i>							
Slo	101	Major Damage, Bridge Rail Replacement	SHOPP	\$1.5	\$0.7	D	Construction Capital
<i>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. Project was allocated at the March 2016 CTC meeting and was advertised on April 11, 2016. Bids opened May 17, 2016 and the project has been recommended for award to the lowest bidder</i>							
Men	101	Willits Bypass Fish Passage	STIP	\$2.3	\$1.2	D	Construction Capital
<i>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. A supplemental funds request is being prepared for the may meeting. A supplemental funds request was approved at the May CTC meeting.</i>							

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
<p>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. The project team is considering installing additional equipment on the slope to obtain additional geotechnical data. The additional data will be collected over 8-12 months.</p>							
Ven	126	Construct Median Barrier And Roundabouts	SHOPP	\$62.3	\$14.2	VH	= Fiscal Year Delivery
<p>Not a FY 15-16 CFD project. Caltrans intended to un-program the project in June 2015 but an administrative mistake was made and it was not removed.</p>							

FY 15-16 CFD Project Risks

High to Very High Risk Delivery

Cty	Rte	Description	Program★	Capital \$◇	Support \$◇	Risk	Component
Tul	190	Lairds Rehabilitation	SHOPP	\$23.0	\$7.5	VH	= Fiscal Year Delivery
<p>Right of way certification is a major risk due to the unanticipated delays to receive the utility relocation maps from Southern California Edison (SCE).</p>							
Ala	880	Lake Merritt Channel Railroad Bridge Replacement	SHOPP	\$11.3	\$3.6	VH	= Fiscal Year Delivery
<p>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 involve UPRR agreement with permitting requirements, Kinder Morgan pipeline(s) relocation, and Temporary Construction Easement from the City of Oakland.</p>							
LA	405	Reconfigure Getty Center Ramps	SHOPP	\$14.8	\$5.5	VH	↑ Fiscal Year Delivery
<p>Utility certification is a major risk to delivery. Relocation of LADWP electrical poles and communication cables (Verizon, Time Warner, and T-Mobile) requires LADWP to provide conceptual design plans by June 15, 2016. A utility agreement must be executed prior to RTL on June 30, 2016.</p>							
SCR	VAR	Roadside Safety Improvements	SHOPP	\$1.2	\$1.8	H	= Fiscal Year Delivery
<p>The Consultant prepared PS&E Package was submitted to DOE 4/29/16 without Utility Verification Information. CT R/W is working to quickly positively identify utilities. If this cannot be done in the next few weeks, R/W Cert and RTL are at risk.</p>							
Tul	99	Betty Drive Interchange	STIP/Local	\$56.0	\$10.7	H	= Fiscal Year Delivery
<p>Right of way certification is a major risk 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.</p>							

Cty	Rte	Description	Program*	Capital \$	Support \$	Risk	Component
Ker	99	Famoso Bridge Replacement	SHOPP	\$20.6	\$7.1	H =	Fiscal Year Delivery
<i>Right of way certification is a major risk to delivery if adjacent property owner requests an appearance at the commission meeting. Property owner did not request appearance at the commission meeting but right of way certification is still at risk. Waiting for two parcels to be acquired and railroad agreement clearance from California Public Utilities Commission (PUC).</i>							
Nap	29	Replace Napa River Bridge	SHOPP	\$10.6	\$6.3	H =	Fiscal Year Delivery
<i>RON was obtained. R/W Cert 3 can be issued to RTL the project. Risks involve environmental permits from CDFWS (ITP & 1602), RWQCB (401), and mitigation for CA freshwater shrimp.</i>							
Tul	65	Terrabella Expressway	STIP	\$20.7	\$7.5	D	Fiscal Year Delivery
<i>Right of way certification is a risk to delivery because adjacent property owner requested an appearance at the commission meeting. Target resolution hearing at May Meeting. Resolution of Necessity (RON) approved at the May CTC meeting.</i>							
Imp	98	Widen From 2 to 4 Lanes	STIP	\$8.2	\$4.2	D	Fiscal Year Delivery
<i>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. Coordination between Caltrans and the railroad is ongoing. An agreement with the railroad was reached. Right of way was certified May 24, 2016.</i>							
Ora	1	Modify Traffic Signals & Add Lighting	SHOPP	\$3.1	\$2.5	D	Fiscal Year Delivery
<i>Right of Way certification is a major risk to delivery due to condemnation. The City of Huntington Beach is holding up the sales of property needed for the project on 1st street. RW has initiated the condemnation process. Property has been obtained.</i>							
SD	76	Intersection Improvement and Curve Realignment	SHOPP	\$12.4	\$5.6	D	Fiscal Year Delivery
<i>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. Right of Way Certification is dependent on RON at the May meeting. The owner has requested an appearance at the May meeting. RON was approved at the May CTC meeting.</i>							

Moderate to Low Risk Delivery

Cty	Rte	Description	Program*	Capital \$	Support \$	Risk	Component
Tul	190	Lairds Corner Roundabout	SHOPP	\$3.9	\$2.5	M ↓	Fiscal Year Delivery
<i>Right of way certification is a major risk due to the anticipated delays to receive the utility relocation maps from Southern California Edison (SCE).</i>							
Hum	169	Repair Slip outs	SHOPP	\$5.1	\$2.7	M ↓	Fiscal Year Delivery
<i>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.</i>							
Hum	254	Replace Bridge Rails, Widen Shoulder	SHOPP	\$3.6	\$3.8	M =	Fiscal Year Delivery
<i>Potential risk for litigation due to proximity to redwood trees. Review by permitting agencies may delay environmental clearance. Expecting to deliver project in FY 15-16 as programmed.</i>							
SCI	152	Planting and Environmental Mitigation	SHOPP	\$2.5	\$1.4	M =	Fiscal Year Delivery
<i>Risk involves property acquisition, appraisal value, cooperative agreement with Santa Clara County Open Space Authority (SCCOSA). If right of way negotiations with SCCOSA fail, environmental team will need to find a new mitigation site. A revised right of way agreement was sent to SCCOSA and will be presented at their June 2016 meeting.</i>							
LA	138	Widen From 2 to 4 Lanes	STIP	\$7.8	\$7.0	D	Fiscal Year Delivery
<i>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. RON approved at May CTC meeting. Project reached RTL on May 25, 2016.</i>							
Ala	580	Freeway Performance Initiative & Pavement Rehabilitation	Local, SHOPP	\$63.0	\$15.9	D	Fiscal Year Delivery
<i>Execution of cooperative agreement is still pending with Metropolitan Transportation Commission for local funding contributions. Funding secured and project delivered.</i>							

Caltrans

Cty	Rte	Description	Program*	Capital \$◇	Support \$◇	Risk	Component
Sol	80	Meridian and Midway Overcrossing Rehabilitation and Bridge Replacement	SHOPP	\$11.5	\$1.8	D	Fiscal Year Delivery
<p>Potential R/W condemnation may delay the project schedule. The owner did not accept the appraisal and wanted to get an independent appraisal. R/W certification was obtained.</p>							
SB	246	Pavement Preservation (CAPM)	SHOPP	\$9.8	\$2.3	D	Fiscal Year Delivery
<p>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. Coordination with utility companies completed.</p>							

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 third quarter, Caltrans delivered 114 projects, or 47 percent of the annual commitment, with an estimated value of \$525.8 million.

Program Delivery

Program delivery includes the contract for delivery and additional projects not in the Contract for Delivery. Additional projects include: Program amendments, projects advanced from a future program year, Minor, Major Maintenance, and Emergency projects.

Through the end of the third quarter, fiscal year 2015-16, Caltrans has:

- *delivered 321 additional projects with an estimated value of \$572.1 million*
- *The sum of all projects delivered from all program funding sources is 435 projects, valued at \$1.1 billion*

Measure: Projects Designed and Ready for Construction – 3rd Quarter FY 2015-16

Fiscal Year 2015-16 Contract For Delivery

Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
114	140	81	244	47	240	98	100

Five-Year Trend

Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
92%	81%	87%	77%	81%	60%	54%	47%	44%	47%

Five-Year Trend Analysis: The third quarter figures are slightly higher than the previous year.

Measure: Contract Value Delivered – 3rd Quarter Fiscal Year 2015-16**Fiscal Year 2015-16 Contract for Delivery (millions)**

Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
\$525.8	\$1,020.8	51	\$2,052.4	26	\$1,861.0	91	100

Five-Year Trend

Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
69%	70%	71%	43%	51%	44%	41%	36%	22%	26%

Five-Year Trend Analysis: The third quarter figures are slightly higher than the previous year.

Program Delivery

The table below identifies capital funding programs used to fund projects being reported as delivered.

<i>Costs are in millions.</i>	Contract Value	Contract Value	Contract Value	Projects	Projects	Projects
	Committed	Delivered	Delivered	Committed	Delivered	Delivered
State Transportation Improvement Program* (STIP)	\$ 258.4	\$ 118.0		16	7	
Amended STIP	\$ 11.1	\$ 11.1		2	2	
Advanced STIP		\$ 0			0	
Subtotal – STIP Delivery Commitments	\$ 269.5	\$ 129.1	48 %	18	9	50 %
State Highway Operations and Protection Program* (SHOPP)	\$ 1,573.1	\$ 404.4		223	106	
Amended SHOPP	\$ 34.4	\$ 34.4		13	13	
Advanced SHOPP		\$ 20.8			5	
Subtotal – SHOPP Delivery Commitments	\$ 1,607.5	\$ 459.5	29 %	236	124	53 %
Minor Program Funds in Contract for Delivery (SHOPP)	\$ 0.9	\$ 0		0	0	
Minor Program (SHOPP)		\$ 26.4			34	
Emergency Response – G-11 (SHOPP)		\$ 224.4			131	
Subtotal - SHOPP – All Funds		\$ 710.3			289	
Partnership (Local and regional funding contributions) *	\$ 220.0	\$ 3.4	2 %	5	1	
Amended Partnership Program	\$ 20.2	\$ 20.2		1	1	
Major Maintenance Program		\$ 234.9			135	
Total Delivery All Program Funds		\$ 1,097.9			435	

* Programs that are included in the Director's Contract for Delivery.

Year to Date Contract for Delivery support costs (114 projects delivered): Budget \$ 156.7 million, Expended \$ 140.6 million.

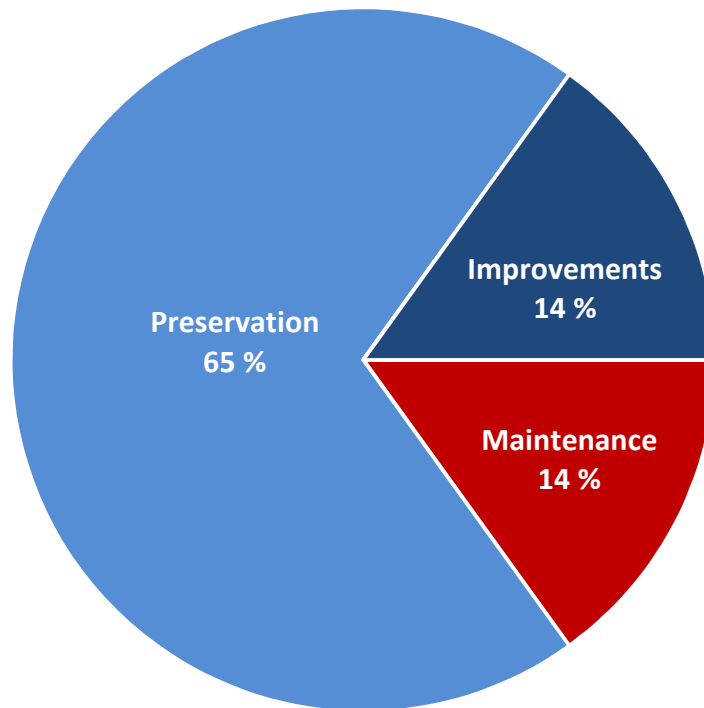
<i>Costs are in millions.</i>	Contract Value	Contract Value	Projects	Projects
	Committed	Delivered	Committed	Delivered
Caltrans Rail: STIP Rail Capital Improvements	\$ 64.5	\$ 1.0	2	1

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)

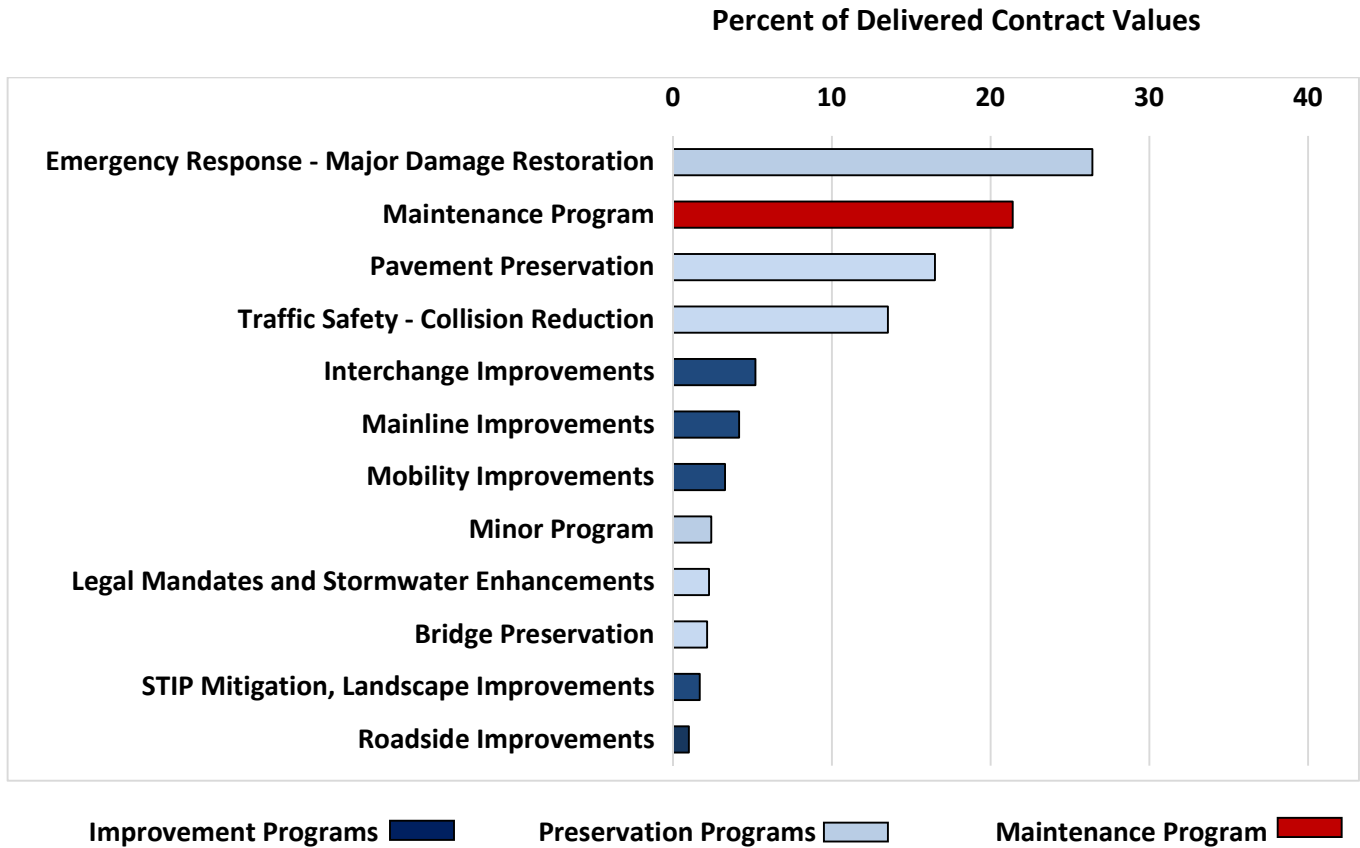
Transportation Programs	Projects	Program Dollars	Percent Major Programs (Contract Value)	Percent All Programs (Contract Value)
Preservation Programs				
State Highway Operations & Protection Program (SHOPP)	124	\$ 461.6	65	42
Emergency Response – G-11 (SHOPP)	131	\$ 224.4	31	20
Minor Program (SHOPP)	34	\$ 26.4	4	2
Subtotal - Preservation Programs (SHOPP)	289	\$ 712.4	100	65
Improvement Programs				
Regional Improvement Program (STIP-RIP)		\$ 82.5	55	8
Interregional Improvement Program (STIP-IIP)		\$ 44.5	30	4
Partnership Programs (Local & local federal funds)		\$ 23.6	16	2
Proposition 1B Bond Programs		\$ 0	0	0
Subtotal - Improvement Programs	11	\$ 150.6	100	14
Maintenance Program	135	\$ 234.9		14
Total	435	\$ 1,097.9		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: 435

Capital Value: \$1,097.9 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 third quarter, fiscal year 2015-16, Caltrans approved a total of 166, or 78 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 third quarter, fiscal year 2015-16, Caltrans completed a total of 28, or 34 percent of the annual commitment.

Measure: Projects Approved, Environmental Documents – 3rd Quarter FY 2015-16

Fiscal Year 2015-16

Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
Approved	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
166	214	78	263	63	246	93	90

Five-Year Trend

Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
87%	74%	82%	81%	78%	77%	60%	68%	66%	63%

Five-Year Trend Analysis: The third quarter figures are slightly lower compared to the previous year.

Measure: Draft Environmental Documents Completed – 3rd Quarter FY 2015-16

Fiscal Year 2015-16

Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
Completed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
44	67	66	82	54	70	85	80

Five-Year Trend

Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
59%	66%	73%	84%	66%	45%	49%	61%	69%	54%

Five-Year Trend Analysis: The third quarter figures are 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 third quarter, fiscal year 2015-16, Caltrans certified a total of 160 projects, or 62 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 third quarter, fiscal year 2015-16, Caltrans committed \$110.7 million, or 77 percent of the annual right of way allocation approved by the Commission.

Measure: Projects Certified – 3rd Quarter Fiscal Year 2015-16

Fiscal Year 2015-16

Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
Certified	Plan	Percent	Plan	Percent	Plan	Percent	Percent
160	164	98	260	62	254	98	100

Five Year Trend

Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
100%	93%	102%	96%	98%	73%	66%	64%	64%	62%

Five-Year Trend Analysis: The number of projects certified to date is comparable to recent years.

Measure: Allocated Funds Committed – 3rd Quarter Fiscal Year 2015-16**Fiscal Year 2015-16 (millions)**

Annual Commitment			Year-End Projection		Goal
Committed	Plan	Percent	Forecast	Percent	Percent
\$ 110.7	\$ 144.3	77	\$ 144.3	100	100

Five-Year Trend

Annual Commitment thru 3rd Quarter				
11-12	12-13	13-14	14-15	15-16
70%	48%	74%	64%	77%

Five-Year Trend Analysis: Funds committed to date are slightly higher than the previous year.

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	\$ 51.8	83%
State Highway Operations and Protection Program (SHOPP)	\$ 51.8	\$ 35.6	76%
Subtotal - Capital Projects	\$ 114.4	\$ 87.4	76%
Other Categories			
Post-certification	\$ 27.0	\$ 18.8	70%
Permit Fees	\$ 1.0	\$ 1.0	99%
Damage to Property (Inverse)	\$ 1.9	\$ 3.5	185%
Subtotal - Other Categories	\$ 29.9	\$ 23.3	78%
Right of Way Funds – All Categories			
TOTAL	\$ 144.3	\$ 110.7	77%

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 third quarter, fiscal year 2015-16, Caltrans has completed 148, or 71 percent of the annual commitment.
- At the end of the third quarter, fiscal year 2015-16, Caltrans had 729 projects valued at \$8.8 billion under construction.

Measure: Planned Projects Constructed – 3rd Quarter Fiscal Year 2015-16

Fiscal Year 2015-16

Year-to-Date thru 3rd Quarter			Annual Commitment		Year-End Projection		Goal
Constructed	Plan	Percent	Plan	Percent	Forecast	Percent	Percent
148	184	80	209	71	199	95	95

Five-Year Trend

Year-to-Date thru 3rd Quarter					Annual Commitment thru 3rd Quarter				
11-12	12-13	13-14	14-15	15-16	11-12	12-13	13-14	14-15	15-16
87%	80%	90%	91%	80%	69%	64%	75%	74%	71%

Five-Year Trend Analysis: The number of contracts accepted to date is lower than the previous year.

Construction Program Quarterly Status Notes (all contracts)*

Contractor Payments: \$2,702 million has been paid to contractors in fiscal year 2015-16.

Under Construction: 729 construction contracts valued at \$8.8 billion are under construction.

Claims: Caltrans has 63 construction contracts in post-contract acceptance with notice of potential claims in the amount of \$72.6 million.

Arbitration: Caltrans has 19 contracts in arbitration with claims valued at \$25.1 million.

*As of April 1, 2016

Arbitration – Five Year Trend

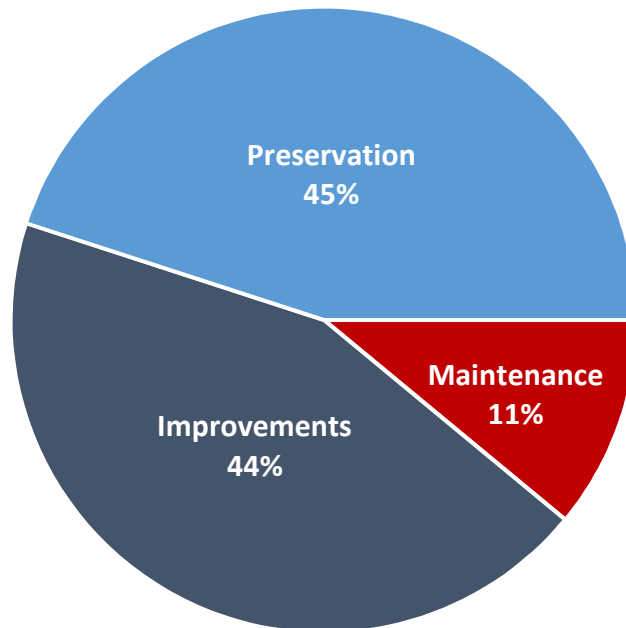
Contracts in Arbitration (Beginning July 1)					Contracts in Arbitration End of 3rd Quarter
11-12	12-13	13-14	14-15	15-16	15-16
43	32	25	17	21	19

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)

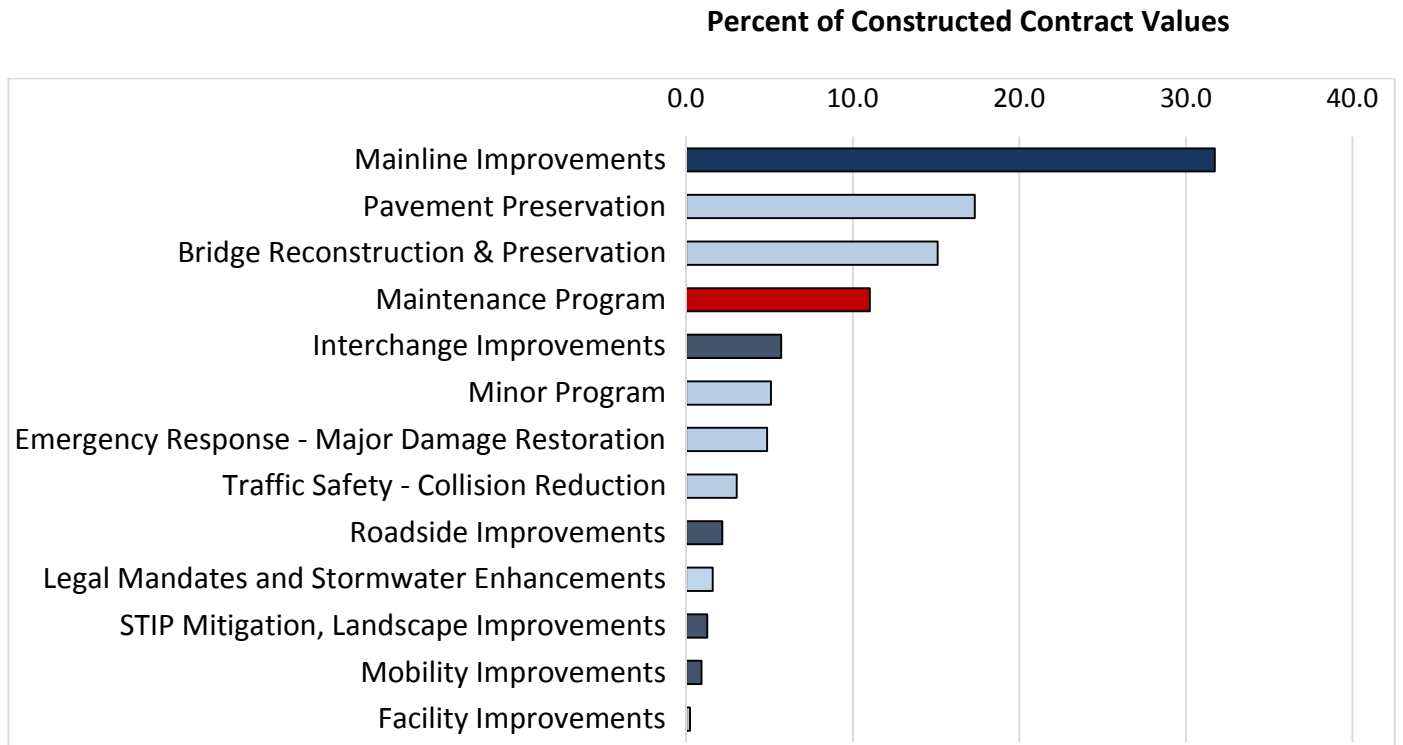
Transportation Programs	Projects	Program Dollars	Percent Major Programs (Contract Value)	Percent All Programs (Contract Value)
Preservation Programs				
State Highway Operations & Protection Program (SHOPP)	111	\$ 714.2	78	35
Emergency Response – Major Damage Restoration (SHOPP)	64	\$ 97.8	11	5
Minor Program (SHOPP)	53	\$ 102.3	11	5
Subtotal - Preservation Programs (SHOPP)	228	\$ 914.3	100	45
Improvement Programs				
Regional Improvement Program		\$ 176.2	20	9
Interregional Improvement Program		\$ 7.8	<1	<1
Partnership Programs (Local & local federal funds)		\$ 432.8	49	21
Proposition 1B Bond Programs		\$ 260.8	30	13
Subtotal - Improvement Programs	38	\$ 877.6	100	44
Maintenance Program	114	\$ 221.8		11
Total	380	\$ 2,013.8		100



<i>Costs are in millions</i>	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.



Note: Chart excludes Seismic (San Francisco – Oakland Bay Bridge) projects

Improvement Programs ■ Preservation Programs ■ Maintenance Program ■

Projects: 380

Capital Value: \$ 2,013.8 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 third quarter, fiscal year 2015-16, Caltrans has closed out 24 State Transportation Improvement Program projects. The final approved budget for these projects was \$1,644 million. The actual cost to complete these projects was \$1,601 million, or 97 percent of the final approved budget.*
- *Through the end of the third quarter, fiscal year 2015-16, Caltrans has closed out 176 State Highway Operations and Protection Program projects. The final approved budget for these projects was \$1,267 million. The actual cost to complete these projects was \$1,134 million, or 90 percent of the final approved budget.*

Measure: Program Costs – 3rd Quarter Fiscal Year 2015-16

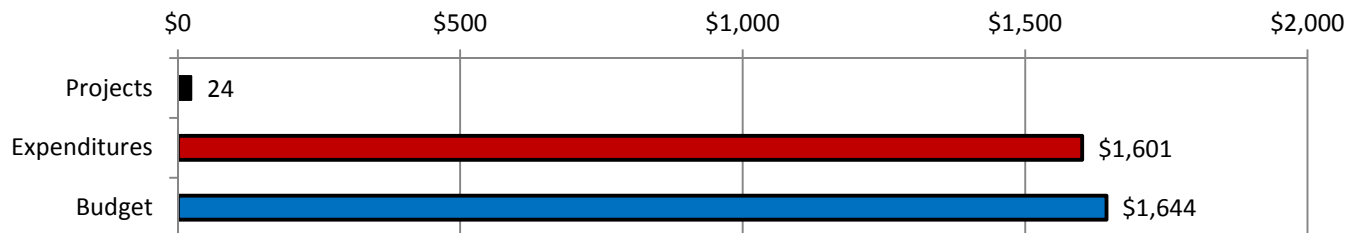
Fiscal Year 2015-16

Actual Cost Percent of Final Approved Budget			
State Transportation Improvement Program		State Highway Operations and Protection Program	
Actual	Goal	Actual	Goal
97	< 100	90	< 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).

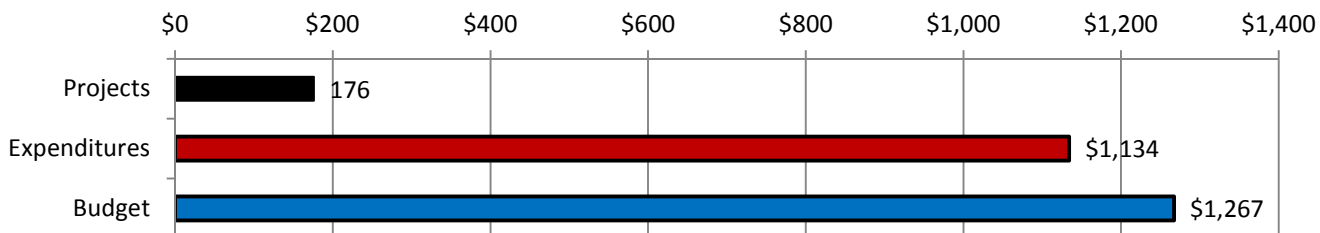
State Transportation Improvement Program¹ Closeout – Program Costs (millions)



A total of 24 State Transportation Improvement Program projects have been completed to date in fiscal year 2015-16. The budget for these projects was \$1,644 million. The actual cost of the projects completed was \$1,601 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 176 State Highway Operations and Protection Program projects have been completed to date in fiscal year 2015-16. The budget for these projects was \$1,267 million. The actual cost of the projects completed was \$1,134 million which is 90 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.

STIP¹ and SHOPP¹ Program Closeout – Construction Costs

Program	Commission Initial Construction Allocation	Final Approved Construction Costs	Expended Construction Costs
Construction Capital (\$1,000's)			
STIP ¹	\$ 187,433	\$ 179,418	\$ 169,955
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	\$ 858,906	\$ 707,621	\$ 684,839
SHOPP Total	\$ 986,565	\$ 866,196	\$ 780,732
Construction Support² (\$1,000's)			
STIP ¹	\$ 41,759	\$ 46,199	\$ 61,870
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	\$ 129,166	\$ 122,676	\$ 132,714

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 Program¹ Project Closeout

Project Description	Support (\$1,000's)			Capital (\$1,000's)		Total (\$1,000's)		Delivery Year	
	Original Budget ³	Approved Budget ²	Actual Costs	Approved Budget ²	Actual Costs	Approved Budget ²	Actual Costs	Original	Actual
1st Quarter									
BUT 99 Chico Widening/Auxiliary Lane	\$ -	\$ 4,394	\$ 5,405	\$ 26,737	\$ 26,713	\$ 31,131	\$ 32,118	2010	2011
SOL 80 Coredelia Truck Scale Relocation	\$ -	\$ 10,100	\$ 9,819	\$ 58,178	\$ 50,970	\$ 68,278	\$ 60,790	2012	2011
SOL 80 Ramp Metering and TOS Elements	\$ -	\$ 7,018	\$ 6,971	\$ 16,863	\$ 16,234	\$ 23,881	\$ 23,205	2012	2012
ALA 680 Environmental Mitigation	\$ -	\$ 2,141	\$ 1,975	\$ 1,641	\$ 1,535	\$ 3,782	\$ 3,510	2009	2009
ALA 24 Caldecott Tunnel Fourth Bore	\$ -	\$ 104,641	\$ 108,788	\$ 294,570	\$ 285,301	\$ 399,211	\$ 394,089	2011	2009
SB 101 Santa Maria River Bridge Widening	\$ -	\$ 12,773	\$ 11,506	\$ 35,084	\$ 34,412	\$ 47,857	\$ 45,919	2009	2010
TUL 216 SR 216 Widening	\$ -	\$ 5,103	\$ 6,937	\$ 7,529	\$ 5,896	\$ 12,632	\$ 12,832	2011	2012
LA 101 Van Nuys Blvd. Off-Ramps	\$ -	\$ 3,683	\$ 4,288	\$ 5,478	\$ 5,213	\$ 9,161	\$ 9,501	2007	2011
RIV 215 Rte 60/215 East Junction HOV Connector	\$ -	\$ 6,900	\$ 7,126	\$ 28,767	\$ 26,152	\$ 35,667	\$ 33,278	2010	2011
SJ 99 SR 99 Widening Phase 1	\$ -	\$ 5,000	\$ 5,111	\$ 30,717	\$ 29,522	\$ 35,717	\$ 34,633	2012	2012
SD 805 I-5/805 North Coast Undercrossing	\$ -	\$ 24,536	\$ 28,583	\$ 59,277	\$ 59,054	\$ 83,813	\$ 87,637	2010	2011
ORA 22 Rte 22/I-405 HOV Connector	\$ -	\$ 19,139	\$ 18,409	\$ 80,176	\$ 77,156	\$ 99,315	\$ 95,565	2010	2010
ORA 22 I-405/I-605 HOV Connector	\$ -	\$ 25,113	\$ 25,199	\$ 125,111	\$ 119,333	\$ 150,224	\$ 144,532	2010	2010
2nd Quarter									
SIS 97 Angel Maple Operational Improvements	\$ -	\$ 411	\$ 495	\$ 525	\$ 449	\$ 936	\$ 944	2015	2015
SCL 85 Route 85 - FPI	\$ -	\$ 3,135	\$ 3,171	\$ 6,160	\$ 6,438	\$ 9,295	\$ 9,609	2012	2012
ALA 238 I-238 Replacement Planting	\$ -	\$ 859	\$ 1,020	\$ 1,629	\$ 1,364	\$ 2,488	\$ 2,383	2010	2010
NAP 12 Jameson Canyon Widening - Phase 1	\$ -	\$ 7,460	\$ 11,217	\$ 35,236	\$ 35,806	\$ 42,696	\$ 47,023	2010	2011
MON 101 Prunedale Interchange Improvements	\$ -	\$ 69,321	\$ 73,353	\$ 153,220	\$ 141,522	\$ 222,541	\$ 214,875	2009	2011
KIN 198 19th Avenue Interchange	\$ -	\$ 6,322	\$ 10,971	\$ 26,352	\$ 26,666	\$ 32,674	\$ 37,637	2004	2012
SBD 15 C.V. Kane Rest Area Displays	\$ -	\$ 91	\$ 78	\$ 20	\$ 19	\$ 111	\$ 97	2014	2014
MER 99 Arboleda Freeway and Interchange	\$ -	\$ 25,392	\$ 21,224	\$ 102,260	\$ 85,454	\$ 127,652	\$ 106,677	2010	2011
ORA 57 Widen Highway and Bridges	\$ -	\$ 6,801	\$ 5,788	\$ 22,771	\$ 21,167	\$ 29,572	\$ 26,954	2011	2011
3rd Quarter									
LA 5 5/14 HOV Connector	\$ -	\$ 30,566	\$ 34,268	\$ 144,710	\$ 142,461	\$ 175,276	\$ 176,728	2005	2007
SD 15 Fallbrook Planting (CCC)	\$ -	\$ 125	\$ 23	\$ 500	\$ 307	\$ 625	\$ 330	2010	2010
		\$ 381,024	\$ 401,724	\$ 1,263,510	\$ 1,199,142	\$ 1,644,534	\$ 1,600,866		

¹ State Transportation 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)		Delivery Year		Construction Output ²			
		Original Budget ¹	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Original	Actual	Primary Unit	
1st Quarter														
MEN	020	ADA Improvements	\$ -	\$ 85	\$ 980	\$ 584	\$ 552	\$ 669	\$ 1,532	2013	2013	-	-	-
HUM	101	Hazardous Waste Mitigation	\$ -	\$ 1,280	\$ 810	\$ 1,047	\$ 992	\$ 2,327	\$ 1,802	2014	2014	-	-	-
MEN	271	Hazardous Waste Mitigation	\$ -	\$ 501	\$ 628	\$ 383	\$ 332	\$ 884	\$ 961	2013	2014	-	-	-
SIS	VAR	Repair Fire Damage	\$ 165	\$ 165	\$ 148	\$ 310	\$ 188	\$ 475	\$ 336	2015	2015	-	-	-
SHA	299	Repair Slip Out	\$ 210	\$ 210	\$ 67	\$ 802	\$ 492	\$ 1,012	\$ 558	2015	2015	-	-	-
ED	050	Replace Bridge	\$ -	\$ 1,861	\$ 2,355	\$ 5,833	\$ 4,750	\$ 7,694	\$ 7,104	2014	2014	-	-	-
SAC	051	Highway Planting	\$ -	\$ 1,318	\$ 1,268	\$ 1,611	\$ 1,490	\$ 2,929	\$ 2,759	2006	2008	-	-	-
SUT	099	Shoulder and Centerline Rumble Strips	\$ -	\$ 870	\$ 485	\$ 1,752	\$ 1,300	\$ 2,622	\$ 1,785	2014	2014	-	-	-
SAC	VAR	Replace Copper Wires	\$ -	\$ 210	\$ 196	\$ 800	\$ 463	\$ 1,010	\$ 659	2014	2014	-	-	-
SAC	VAR	Upgrade Irrigation Controls	\$ -	\$ 385	\$ 233	\$ 750	\$ 357	\$ 1,135	\$ 590	2014	2014	-	-	-
GLE	VAR	Landscape improvements	\$ -	\$ 635	\$ 154	\$ 2,500	\$ 1,119	\$ 3,135	\$ 1,273	2014	2014	-	-	-
SF	001	Slope Stabilization	\$ -	\$ 2,499	\$ 2,089	\$ 4,120	\$ 3,742	\$ 6,619	\$ 5,832	2014	2012	-	-	-
CC	680	Restore Roadway	\$ -	\$ 913	\$ 593	\$ 897	\$ 722	\$ 1,810	\$ 1,315	2015	2014	-	-	-
MRN	101	Construct Retaining Wall	\$ 425	\$ 425	\$ 537	\$ 1,700	\$ 1,014	\$ 2,125	\$ 1,551	2015	2015	-	-	-
MRN	001	Construct Retaining Wall	\$ 825	\$ 825	\$ 484	\$ 2,650	\$ 653	\$ 3,475	\$ 1,136	2015	2015	-	-	-
SON	001	Repair Culvert	\$ -	\$ 1,600	\$ 1,733	\$ 418	\$ 346	\$ 2,018	\$ 2,080	2011	2012	-	-	-
ALA	013	Storm Water Mitigation	\$ -	\$ 497	\$ 595	\$ 481	\$ 447	\$ 978	\$ 1,042	2012	2014	-	-	-
ALA	580	Repair Traffic Operations Systems	\$ -	\$ 375	\$ 219	\$ 1,500	\$ 1,500	\$ 1,875	\$ 1,719	2013	2013	-	-	-
SM	001	Repair Traffic Operations Systems	\$ -	\$ 140	\$ 230	\$ 555	\$ 209	\$ 695	\$ 439	2013	2013	-	-	-
NAP	128	Repair Storm Damage	\$ -	\$ 2,665	\$ 2,011	\$ 1,330	\$ 1,184	\$ 3,995	\$ 3,195	2012	2012	-	-	-
MRN	001	Construct Retaining Wall	\$ -	\$ 1,170	\$ 1,723	\$ 1,046	\$ 859	\$ 2,216	\$ 2,582	2012	2013	-	-	-
SON	001	Construct Retaining Wall	\$ -	\$ 1,416	\$ 1,928	\$ 2,432	\$ 1,702	\$ 3,848	\$ 3,629	2014	2014	-	-	-
SLO	001	ADA Curb Ramps	\$ -	\$ 2,479	\$ 2,158	\$ 906	\$ 807	\$ 3,385	\$ 2,964	2014	2014	-	-	-
SCR	001	Replace Guardrail	\$ -	\$ 2,006	\$ 1,978	\$ 2,125	\$ 1,724	\$ 4,131	\$ 3,702	2012	2013	-	-	-
MON	001	Pavement Overlay	\$ -	\$ 640	\$ 693	\$ 535	\$ 418	\$ 1,175	\$ 1,111	2014	2014	-	-	-
FRE	180	Bridge Replacement	\$ -	\$ 2,649	\$ 2,298	\$ 2,720	\$ 476	\$ 5,369	\$ 2,775	2012	2013	-	-	-
KER	014	Bridge Replacement	\$ -	\$ 4,792	\$ 4,727	\$ 9,540	\$ 8,801	\$ 14,332	\$ 13,528	2014	2013	-	-	-
TUL	245	Reconstruct Embankment	\$ -	\$ 576	\$ 502	\$ 313	\$ 249	\$ 889	\$ 751	2013	2013	-	-	-
KIN	000	Upgrade Irrigation Controls	\$ -	\$ 400	\$ 461	\$ 2,200	\$ 1,858	\$ 2,600	\$ 2,319	2014	2014	-	-	-
LA	405	ADA Curb Ramp Improvements	\$ -	\$ 545	\$ 780	\$ 318	\$ 248	\$ 863	\$ 1,028	2013	2013	-	-	-
LA	005	Rehab Pavement	\$ -	\$ 13,520	\$ 10,209	\$ 98,016	\$ 95,358	\$ 111,536	\$ 105,567	2011	2011	-	-	-
LA	005	Soil Stabilization	\$ -	\$ 1,375	\$ 1,294	\$ 1,895	\$ 1,591	\$ 3,270	\$ 2,885	2010	2013	-	-	-
LA	090	Storm Water Improvements	\$ -	\$ 1,576	\$ 1,664	\$ 2,024	\$ 1,864	\$ 3,600	\$ 3,528	2010	2012	-	-	-
LA	010	Replace Guardrail	\$ -	\$ 3,315	\$ 2,366	\$ 2,723	\$ 2,865	\$ 6,038	\$ 5,231	2012	2012	-	-	-
LA	110	Bridge Preservation	\$ -	\$ 3,239	\$ 1,858	\$ 1,742	\$ 374	\$ 4,981	\$ 2,233	2014	2014	-	-	-
LA	060	Rehab Roadway	\$ -	\$ 11,500	\$ 7,904	\$ 80,371	\$ 72,914	\$ 91,871	\$ 80,818	2011	2011	-	-	-
LA	047	Repair Slope	\$ -	\$ 400	\$ 417	\$ 356	\$ 208	\$ 756	\$ 625	2013	2013	-	-	-
LA	002	Construct Debris Wall	\$ -	\$ 1,365	\$ 881	\$ 1,555	\$ 1,157	\$ 2,920	\$ 2,039	2013	2013	-	-	-
LA	105	Replace Cooper Wire	\$ -	\$ 160	\$ 330	\$ 800	\$ 799	\$ 960	\$ 1,129	2014	2014	-	-	-
SBD	095	Improve Roadway Alignment	\$ -	\$ 1,839	\$ 1,804	\$ 2,405	\$ 1,985	\$ 4,244	\$ 3,788	2012	2013	-	-	-
SBD	040	Bridge Replacement	\$ -	\$ 5,597	\$ 4,543	\$ 8,667	\$ 8,023	\$ 14,264	\$ 12,566	2012	2012	-	-	-
SBD	210	Grind Pavement	\$ -	\$ 585	\$ 444	\$ 57	\$ 32	\$ 642	\$ 477	2015	2014	-	-	-
RIV	086	Bridge Replacement	\$ -	\$ 680	\$ 778	\$ 2,300	\$ 1,972	\$ 2,980	\$ 2,751	2014	2014	-	-	-

**(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)		Delivery Year		Construction Output ²		
	Original Budget ¹	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Original	Actual	Primary Unit
RIV 074 Repair Roadway	\$ -	\$ 233	\$ 474	\$ 1,500	\$ 1,063	\$ 1,733	\$ 1,537	2014	2014	-	-	-
STA 120 Rehab Pavement	\$ -	\$ 1,228	\$ 697	\$ 3,843	\$ 3,243	\$ 5,071	\$ 3,941	2016	2014	-	-	-
MER 165 Rehab Pavement	\$ -	\$ 4,871	\$ 3,072	\$ 9,017	\$ 7,041	\$ 13,888	\$ 10,112	2015	2014	-	-	-
SD VAR Rehab Materials Lab	\$ -	\$ 2,447	\$ 2,480	\$ 2,473	\$ 2,204	\$ 4,920	\$ 4,685	2011	2013	-	-	-
SD 805 Seismic Retrofit	\$ -	\$ 3,136	\$ 3,364	\$ 3,295	\$ 2,858	\$ 6,431	\$ 6,222	2012	2012	-	-	-
SD 052 Rehab Roadway	\$ -	\$ 1,270	\$ 1,814	\$ 3,661	\$ 3,507	\$ 4,931	\$ 5,320	2013	2013	-	-	-
ORA 039 Safety Improvements	\$ -	\$ 700	\$ 898	\$ 606	\$ 570	\$ 1,306	\$ 1,469	2013	2013	-	-	-
ORA 005 Landscape Improvements	\$ -	\$ 430	\$ 578	\$ 2,100	\$ 1,508	\$ 2,530	\$ 2,086	2014	2014	-	-	-
ORA 133 Rehab Roadway	\$ 93	\$ 93	\$ 165	\$ 450	\$ 664	\$ 543	\$ 830	2015	2015	-	-	-
2nd Quarter												
HUM 299 Reconstruct Roadway	\$ -	\$ 5,538	\$ 4,092	\$ 10,626	\$ 9,616	\$ 16,164	\$ 13,708	2012	2012	-	-	-
HUM 299 Curve Improvement	\$ -	\$ 1,599	\$ 1,360	\$ 2,905	\$ 2,693	\$ 4,504	\$ 4,053	2014	2014	-	-	-
MEN 101 Open Grade Overlay	\$ -	\$ 701	\$ 409	\$ 766	\$ 737	\$ 1,467	\$ 1,146	2015	2014	-	-	-
SIS 005 Bridge Deck Replacment	\$ -	\$ 5,300	\$ 2,767	\$ 9,355	\$ 8,896	\$ 14,655	\$ 11,663	2012	2012	-	-	-
LAS 395 Pavement Rehabilitation	\$ -	\$ 1,619	\$ 1,431	\$ 2,939	\$ 2,879	\$ 4,558	\$ 4,310	2014	2013	-	-	-
SIS 096 Install Cable Wire Net	\$ -	\$ 310	\$ 404	\$ 3,785	\$ 2,970	\$ 4,095	\$ 3,373	2014	2014	-	-	-
SIS 005 Slide Repair	\$ 310	\$ 310	\$ 103	\$ 1,205	\$ 891	\$ 1,515	\$ 994	2015	2015	-	-	-
SHA 299 Remove Slide Debris	\$ 530	\$ 530	\$ 184	\$ 2,550	\$ 1,234	\$ 3,080	\$ 1,418	2015	2015	-	-	-
SUT 099 Highway Planting and Irrigation	\$ -	\$ 705	\$ 549	\$ 1,961	\$ 1,823	\$ 2,666	\$ 2,373	2011	2011	-	-	-
SAC VAR Modify Irrigation System	\$ -	\$ 635	\$ 229	\$ 2,500	\$ 1,488	\$ 3,135	\$ 1,717	2014	2014	-	-	-
YOL 113 Embankment Repair	\$ 255	\$ 255	\$ 228	\$ 1,000	\$ 600	\$ 1,255	\$ 828	2015	2015	-	-	-
PLA 080 Repair Storm Damage	\$ 80	\$ 80	\$ 43	\$ 350	\$ 261	\$ 430	\$ 304	2015	2015	-	-	-
SAC 050 Bridge Deck Rehab	\$ -	\$ 11,181	\$ 3,796	\$ 19,440	\$ 18,613	\$ 30,621	\$ 22,409	2015	2014	-	-	-
YOL 005 Install High Friction Surface	\$ -	\$ 360	\$ 198	\$ 562	\$ 477	\$ 922	\$ 675	2015	2015	-	-	-
SON 128 Restore Highway Planting	\$ -	\$ 552	\$ 684	\$ 436	\$ 361	\$ 988	\$ 1,044	2011	2010	-	-	-
NAP 121 Highway Planting	\$ -	\$ 680	\$ 959	\$ 530	\$ 323	\$ 1,210	\$ 1,282	2011	2011	-	-	-
MRN VAR Repair Storm Damage	\$ -	\$ 330	\$ 316	\$ 1,300	\$ 554	\$ 1,630	\$ 870	2014	2014	-	-	-
SCL 880 Repair Storm Damage	\$ -	\$ 210	\$ 221	\$ 700	\$ 624	\$ 910	\$ 845	2014	2014	-	-	-
ALA VAR Repair Storm Damage	\$ -	\$ 430	\$ 435	\$ 1,700	\$ 1,120	\$ 2,130	\$ 1,555	2014	2014	-	-	-
SOL 113 Construct Safety Barrier	\$ -	\$ 275	\$ 472	\$ 326	\$ 251	\$ 601	\$ 723	2014	2014	-	-	-
SF 101 Repair Storm Damage	\$ 165	\$ 165	\$ 154	\$ 650	\$ 353	\$ 815	\$ 508	2015	2015	-	-	-
SB 101 Replace Overhead Signs	\$ -	\$ 570	\$ 597	\$ 784	\$ 743	\$ 1,354	\$ 1,340	2014	2014	-	-	-
SCR 001 Install CC TV & Signs	\$ -	\$ 1,821	\$ 1,156	\$ 519	\$ 465	\$ 2,340	\$ 1,621	2012	2013	-	-	-
SLO 046 Pavement Preservation	\$ -	\$ 1,693	\$ 1,214	\$ 6,158	\$ 5,434	\$ 7,851	\$ 6,648	2014	2014	-	-	-
SB 001 Upgrade Curb Ramp & Sidewalk	\$ -	\$ 1,796	\$ 1,728	\$ 939	\$ 402	\$ 2,735	\$ 2,131	2014	2014	-	-	-
MON 101 Install Median Barrier & Rumble Strips	\$ -	\$ 1,267	\$ 1,103	\$ 2,376	\$ 2,036	\$ 3,643	\$ 3,139	2014	2014	-	-	-
FRE 180 Construct Concrete Guard Rail	\$ -	\$ 577	\$ 1,068	\$ 1,456	\$ 1,390	\$ 2,033	\$ 2,458	2015	2014	-	-	-
KER 223 Widen & Install Rumble Strips	\$ -	\$ 1,261	\$ 1,131	\$ 3,825	\$ 3,363	\$ 5,086	\$ 4,495	2014	2014	-	-	-
KER 099 Relocate Turn Lane	\$ -	\$ 1,492	\$ 1,520	\$ 1,233	\$ 1,037	\$ 2,725	\$ 2,558	2013	2013	-	-	-
FRE 145 Construct Roundabout	\$ -	\$ 1,737	\$ 2,278	\$ 1,922	\$ 1,518	\$ 3,659	\$ 3,795	2012	2014	-	-	-
FRE 041 Install Concrete Barriers	\$ -	\$ 810	\$ 1,194	\$ 1,044	\$ 888	\$ 1,854	\$ 2,083	2014	2014	-	-	-
LA 005 Roadway Widening for HOV and Trucks	\$ -	\$ 27,274	\$ 16,526	\$ 49,088	\$ 46,429	\$ 76,362	\$ 62,954	2011	2011	-	-	-
LA 710 Highway Planting & Irrigation	\$ -	\$ 955	\$ 882	\$ 1,086	\$ 920	\$ 2,041	\$ 1,802	2003	2008	-	-	-
LA 005 Pavement Rehabilitation	\$ -	\$ 2,420	\$ 2,857	\$ 12,484	\$ 11,236	\$ 14,904	\$ 14,093	2012	2012	-	-	-
LA 005 Pavement Rehabilitation	\$ -	\$ 2,440	\$ 2,650	\$ 11,171	\$ 10,263	\$ 13,611	\$ 12,913	2012	2012	-	-	-

**(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)		Delivery Year		Construction Output ²		
			Original Budget ¹	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Original	Actual	Primary Unit
LA	405	Construct Auxiliary Lane	\$ -	\$ 13,500	\$ 14,079	\$ 23,006	\$ 21,931	\$ 36,506	\$ 36,010	2007	2010	-	-	-
LA	039	Clear Debris & Restore Failed Drainage	\$ -	\$ 375	\$ 627	\$ 2,500	\$ 1,348	\$ 2,875	\$ 1,975	2014	2014	-	-	-
LA	091	Bridge Maintenance	\$ -	\$ 560	\$ 908	\$ 1,356	\$ 1,095	\$ 1,916	\$ 2,003	2012	2012	-	-	-
LA	710	Storm Water Mitigation	\$ -	\$ 2,981	\$ 2,787	\$ 3,355	\$ 3,269	\$ 6,336	\$ 6,057	2013	2013	-	-	-
LA	060	Widen Off-Ramp	\$ -	\$ 1,537	\$ 2,345	\$ 2,139	\$ 2,015	\$ 3,676	\$ 4,360	2010	2013	-	-	-
LA	002	Clear Fire Debris	\$ -	\$ 1,500	\$ 1,051	\$ 5,000	\$ 4,412	\$ 6,500	\$ 5,463	2014	2015	-	-	-
LA	010	Upgrade Landscape Irrigation Control	\$ -	\$ 240	\$ 1,082	\$ 1,200	\$ 966	\$ 1,440	\$ 2,047	2014	2015	-	-	-
RIV	371	Install Rumble Strips	\$ -	\$ 481	\$ 477	\$ 150	\$ 79	\$ 631	\$ 555	2015	2015	-	-	-
RIV	062	Install Markers & Rumble Strips	\$ -	\$ 580	\$ 437	\$ 115	\$ 96	\$ 695	\$ 533	2015	2015	-	-	-
SBD	015	Bridge Rehabilitation	\$ -	\$ 1,297	\$ 1,186	\$ 643	\$ 550	\$ 1,940	\$ 1,736	2013	2014	-	-	-
SBD	395	Install Left Turn Phase	\$ -	\$ 781	\$ 1,377	\$ 391	\$ 341	\$ 1,172	\$ 1,717	2014	2014	-	-	-
SBD	210	Upgrade Irrigation System	\$ -	\$ 300	\$ 775	\$ 1,733	\$ 853	\$ 2,033	\$ 1,628	2014	2014	-	-	-
AMA	016	Install Rumble Strips	\$ -	\$ 444	\$ 267	\$ 356	\$ 277	\$ 800	\$ 544	2015	2015	-	-	-
MER	140	Install Flashing Beacons	\$ -	\$ 320	\$ 291	\$ 340	\$ 185	\$ 660	\$ 476	2016	2015	-	-	-
MER	005	Bridge Rehabilitation	\$ -	\$ 1,221	\$ 1,072	\$ 1,744	\$ 1,281	\$ 2,965	\$ 2,353	2014	2014	-	-	-
TUO	108	Storm Water Mitigation	\$ -	\$ 998	\$ 462	\$ 940	\$ 896	\$ 1,938	\$ 1,358	2015	2014	-	-	-
MER	165	Install Rumble Strips	\$ -	\$ 672	\$ 464	\$ 675	\$ 478	\$ 1,347	\$ 942	2015	2014	-	-	-
SD	005	Construction Barrier	\$ -	\$ 2,031	\$ 2,120	\$ 3,302	\$ 3,112	\$ 5,333	\$ 5,232	2013	2013	-	-	-
ORA	091	Safety Improvements	\$ -	\$ 558	\$ 906	\$ 691	\$ 642	\$ 1,249	\$ 1,548	2013	2013	-	-	-
ORA	039	ADA Curb Ramps	\$ -	\$ 1,917	\$ 2,117	\$ 2,416	\$ 2,315	\$ 4,333	\$ 4,432	2013	2013	-	-	-
ORA	039	Improve Lighting & Signal Modifications	\$ -	\$ 1,040	\$ 1,226	\$ 688	\$ 661	\$ 1,728	\$ 1,887	2013	2013	-	-	-
ORA	055	Improve pavement access	\$ -	\$ 480	\$ 520	\$ 1,170	\$ 1,061	\$ 1,650	\$ 1,582	2014	2014	-	-	-
ORA	005	Repair Failed Slope	\$ 143	\$ 143	\$ 194	\$ 500	\$ 369	\$ 643	\$ 562	2015	2015	-	-	-
3rd Quarter														
HUM	101	Cable Median Barrier	\$ -	\$ 558	\$ 1,018	\$ 1,116	\$ 985	\$ 1,674	\$ 2,003	2013	2013	-	-	-
HUM	036	Repair Slide	\$ -	\$ 918	\$ 605	\$ 266	\$ 213	\$ 1,184	\$ 818	2014	2015	-	-	-
HUM	096	Repair Slide	\$ -	\$ 828	\$ 293	\$ 1,685	\$ 85	\$ 2,513	\$ 378	2014	2015	-	-	-
HUM	299	Repair Slide	\$ 300	\$ 300	\$ 254	\$ 2,525	\$ 2,500	\$ 2,825	\$ 2,754	2015	2015	-	-	-
SHA	299	Hat Creek Curve Improvement	\$ -	\$ 903	\$ 1,511	\$ 3,864	\$ 3,680	\$ 4,767	\$ 5,191	2014	2014	-	-	-
SIS	005	Pavement Rehab	\$ -	\$ 5,300	\$ 7,443	\$ 50,759	\$ 46,692	\$ 56,059	\$ 54,135	2011	2011	-	-	-
SHA	005	Bridge Maintenance	\$ -	\$ 2,123	\$ 2,077	\$ 6,864	\$ 5,975	\$ 8,987	\$ 8,052	2013	2013	-	-	-
SHA	044	Curve Improvement	\$ -	\$ 743	\$ 692	\$ 478	\$ 309	\$ 1,221	\$ 1,000	2015	2015	-	-	-
YUB	070	Roadway Rehabilitation	\$ -	\$ 8,250	\$ 14,126	\$ 35,231	\$ 30,737	\$ 43,481	\$ 44,864	2011	2011	-	-	-
YUB	065	Bridge Scour Mitigation	\$ -	\$ 1,143	\$ 1,547	\$ 505	\$ 367	\$ 1,648	\$ 1,914	2012	2015	-	-	-
SAC	160	Pavement Rehab	\$ -	\$ 1,368	\$ 1,220	\$ 4,887	\$ 3,841	\$ 6,255	\$ 5,062	2014	2014	-	-	-
NEV	080	Paint Structures	\$ -	\$ 984	\$ 757	\$ 1,728	\$ 1,554	\$ 2,712	\$ 2,311	2013	2014	-	-	-
BUT	099	Replace Bridge	\$ -	\$ 3,920	\$ 5,358	\$ 9,160	\$ 7,270	\$ 13,080	\$ 12,628	2012	2013	-	-	-
SAC	080	Vegetation Control and Gore Paving	\$ -	\$ 526	\$ 672	\$ 2,008	\$ 1,921	\$ 2,534	\$ 2,593	2015	2015	-	-	-
SAC	160	HMA Overlay	\$ -	\$ 1,187	\$ 760	\$ 2,865	\$ 2,498	\$ 4,052	\$ 3,257	2014	2014	-	-	-
SAC	005	High Friction Surface Treatment	\$ -	\$ 409	\$ 339	\$ 518	\$ 416	\$ 927	\$ 755	2015	2014	-	-	-
PLA	080	Line gutter	\$ -	\$ 1,925	\$ 1,452	\$ 3,950	\$ 3,727	\$ 5,875	\$ 5,180	2014	2014	-	-	-
VAR	VAR	Methacrylate Bridge Deck and Repair Joint Seals	\$ -	\$ 1,522	\$ 1,203	\$ 5,215	\$ 4,702	\$ 6,737	\$ 5,905	2014	2014	-	-	-
SCL	082	Bridge Seismic Restoration	\$ -	\$ 1,150	\$ 2,007	\$ 1,550	\$ 1,261	\$ 2,700	\$ 3,268	2015	2014	-	-	-
SCL	085	Bridge Preventive Maintenance	\$ -	\$ 830	\$ 524	\$ 2,328	\$ 1,766	\$ 3,158	\$ 2,290	2014	2014	-	-	-
ALA	880	Replace Bridge	\$ -	\$ 48,152	\$ 48,670	\$ 176,097	\$ 150,596	\$ 224,249	\$ 199,266	2005	2007	-	-	-

**(B) Caltrans Fiscal Year 2015-16 State Highway Operations
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Project Description			Support (\$1,000's)			Capital (\$1,000's)		Total (\$1,000's)		Delivery Year		Construction Output ²		
			Original Budget ¹	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Original	Actual	Primary Unit
SCL	VAR	Upgrade Landscape Irritation Controls	\$ -	\$ 680	\$ 622	\$ 2,700	\$ 2,650	\$ 3,380	\$ 3,273	2014	2014	-	-	-
SOL	012	Construct Left Turn and Widen Shoulders	\$ -	\$ 5,733	\$ 8,015	\$ 10,507	\$ 8,419	\$ 16,240	\$ 16,434	2010	2013	-	-	-
MRN	001	Repair Slide	\$ 705	\$ 705	\$ 938	\$ 2,250	\$ 908	\$ 2,955	\$ 1,846	2015	2015	-	-	-
SON	128	Repair Slipout	\$ -	\$ 1,317	\$ 1,225	\$ 1,371	\$ 1,148	\$ 2,688	\$ 2,373	2014	2014	-	-	-
CC	004	Repair Slab and Joint Seal	\$ 150	\$ 150	\$ 233	\$ 500	\$ 391	\$ 650	\$ 624	2015	2015	-	-	-
ALA	013	Repair Storm Damage and Pump Station	\$ 150	\$ 150	\$ 138	\$ 510	\$ 253	\$ 660	\$ 391	2015	2015	-	-	-
SM	101	Repair Storm Damage	\$ 190	\$ 190	\$ 174	\$ 750	\$ 638	\$ 940	\$ 812	2015	2015	-	-	-
SCL	130	Repair Storm Damage	\$ 480	\$ 480	\$ 462	\$ 1,820	\$ 1,319	\$ 2,300	\$ 1,781	2015	2015	-	-	-
SCL	087	Repair Storm Damage	\$ -	\$ 243	\$ 311	\$ 419	\$ 276	\$ 662	\$ 587	2015	2015	-	-	-
CC	080	Repair Slipout	\$ 130	\$ 130	\$ 338	\$ 500	\$ 144	\$ 630	\$ 482	2015	2015	-	-	-
SON	001	Reconstruct Embankment	\$ -	\$ 1,670	\$ 1,723	\$ 842	\$ 575	\$ 2,512	\$ 2,297	2012	2013	-	-	-
SB	101	Highway Planting	\$ -	\$ 295	\$ 536	\$ 863	\$ 808	\$ 1,158	\$ 1,344	2012	2011	-	-	-
MON	101	CAPM	\$ -	\$ 1,728	\$ 1,274	\$ 5,650	\$ 4,896	\$ 7,378	\$ 6,170	2015	2014	-	-	-
MON	001	Temporary Signal and Railing	\$ -	\$ 184	\$ 443	\$ 585	\$ 585	\$ 769	\$ 1,028	2014	2014	-	-	-
SCR	017	Soil Nail Wall and Widening	\$ -	\$ 1,815	\$ 1,739	\$ 3,961	\$ 3,264	\$ 5,776	\$ 5,003	2014	2014	-	-	-
MON	001	Stabalize Rockfall and Replace Culverts	\$ 438	\$ 438	\$ 374	\$ 1,000	\$ 970	\$ 1,438	\$ 1,344	2015	2015	-	-	-
TUL	099	Roadway Rehabilitation	\$ -	\$ 1,243	\$ 1,420	\$ 7,566	\$ 6,537	\$ 8,809	\$ 7,957	2016	2014	-	-	-
KER	058	Widen Shoulders and Install Rumble Strips	\$ -	\$ 1,320	\$ 1,109	\$ 3,068	\$ 2,432	\$ 4,388	\$ 3,540	2014	2014	-	-	-
KER	178	Median Island Improvement	\$ -	\$ 1,515	\$ 1,639	\$ 2,113	\$ 1,723	\$ 3,628	\$ 3,362	2014	2014	-	-	-
MAD	152	Median Barrier and Rumble Strips	\$ -	\$ 1,185	\$ 1,316	\$ 1,990	\$ 1,665	\$ 3,175	\$ 2,981	2015	2014	-	-	-
FRE	168	Construct Median Barrier	\$ -	\$ 667	\$ 438	\$ 233	\$ 202	\$ 900	\$ 640	2015	2015	-	-	-
FRE	041	Deck Seal	\$ -	\$ 805	\$ 613	\$ 2,177	\$ 1,831	\$ 2,982	\$ 2,445	2014	2014	-	-	-
FRE	041	CAPM	\$ -	\$ 759	\$ 749	\$ 2,027	\$ 1,805	\$ 2,786	\$ 2,554	2014	2014	-	-	-
KER	005	Wire Theft Repair	\$ -	\$ 1,440	\$ 1,057	\$ 1,217	\$ 1,074	\$ 2,657	\$ 2,131	2013	2014	-	-	-
KIN	198	Rehab Bridge Decks	\$ -	\$ 2,395	\$ 3,045	\$ 6,301	\$ 5,702	\$ 8,696	\$ 8,747	2012	2012	-	-	-
LA	101	Upgrade Bridge Railing	\$ -	\$ 2,116	\$ 3,294	\$ 3,560	\$ 3,107	\$ 5,676	\$ 6,401	2011	2013	-	-	-
VEN	101	Modify Traffic Signal	\$ -	\$ 617	\$ 595	\$ 283	\$ 248	\$ 900	\$ 843	2014	2014	-	-	-
LA	105	Safety Improvements	\$ -	\$ 505	\$ 1,159	\$ 933	\$ 886	\$ 1,438	\$ 2,045	2013	2013	-	-	-
LA	710	Upgrade Landscape Irrigation System	\$ -	\$ 240	\$ 475	\$ 1,200	\$ 1,143	\$ 1,440	\$ 1,618	2014	2015	-	-	-
LA	210	Upgrade Landscape Irrigation System	\$ -	\$ 150	\$ 197	\$ 600	\$ 535	\$ 750	\$ 731	2014	2015	-	-	-
LA	105	Replace Steel Grates	\$ 80	\$ 80	\$ 129	\$ 400	\$ 400	\$ 480	\$ 529	2015	2015	-	-	-
SBD	015	Upgrade Safety Roadside Rest Area	\$ -	\$ 5,584	\$ 6,309	\$ 9,276	\$ 9,029	\$ 14,860	\$ 15,339	2010	2014	-	-	-
SBD	040	CAPM	\$ -	\$ 4,313	\$ 2,863	\$ 18,264	\$ 16,476	\$ 22,577	\$ 19,338	2012	2014	-	-	-
RIV	015	Methacrylate Bridge Deck and Repair Joint Seals	\$ 645	\$ 645	\$ 464	\$ 534	\$ 414	\$ 1,179	\$ 878	2015	2015	-	-	-
SBD	015	Install Irrigation Controllers	\$ -	\$ 360	\$ 722	\$ 1,857	\$ 1,817	\$ 2,217	\$ 2,538	2014	2014	-	-	-
RIV	111	Replace Bridge	\$ -	\$ 3,809	\$ 4,162	\$ 4,531	\$ 4,277	\$ 8,340	\$ 8,438	2012	2013	-	-	-
SJ	005	Install ADA Curb Ramps	\$ -	\$ 795	\$ 1,240	\$ 644	\$ 568	\$ 1,439	\$ 1,809	2014	2014	-	-	-
SJ	004	Treat Bridge Deck and Replace Joint Seals	\$ -	\$ 2,135	\$ 907	\$ 2,746	\$ 2,202	\$ 4,881	\$ 3,109	2014	2014	-	-	-
MER	059	Pavement Rehab	\$ 446	\$ 446	\$ 398	\$ 2,459	\$ 1,914	\$ 2,905	\$ 2,312	2015	2015	-	-	-
TUO	108	Safety Improvements	\$ 333	\$ 333	\$ 231	\$ 258	\$ 230	\$ 591	\$ 461	2015	2015	-	-	-
SJ	VAR	Replace Irrigation System	\$ 86	\$ 86	\$ 179	\$ 350	\$ 348	\$ 436	\$ 527	2015	2015	-	-	-
SD	905	Roadway Rehabilitation	\$ -	\$ 800	\$ 1,231	\$ 3,709	\$ 2,939	\$ 4,509	\$ 4,170	2014	2014	-	-	-

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Project Description	Support (\$1,000's)			Capital (\$1,000's)		Total (\$1,000's)		Delivery Year		Construction Output ²		
	Original Budget ¹	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Approved Budget	Actual Costs	Original	Actual	Original	Actual	Primary Unit
59V 005 Upgrade Irrigation System	\$ -	\$ 300	\$ 190	\$ 1,900	\$ 1,248	\$ 2,200	\$ 1,437	2014	2014	-	-	-
ORA 074 Establish Planting and Install Irrigation System	\$ -	\$ 879	\$ 790	\$ 478	\$ 379	\$ 1,357	\$ 1,170	2006	2010	-	-	-
ORA 055 Revegetate Slopes	\$ -	\$ 1,100	\$ 1,066	\$ 1,066	\$ 886	\$ 2,166	\$ 1,952	2015	2014	-	-	-
Totals		\$ 341,094	\$ 321,858	\$ 925,648	\$ 812,272	\$ 1,266,742	\$ 1,134,131					

¹ New project in 2014 Program Document or later.
² New project in 2016 Program Document or later.

FY 2015-16 SHOPP Project Closeout Support Expenditure Analysis

Percentage of Budget Expended	Number of Projects	Percentage of Projects	Approved Support Budget (\$1,000's)	Actual Support Cost (\$1,000's)	Over (Under) Budget (\$1,000's)	% Over (Under) Budget
< 80%	51	29%	\$ 128,663	\$ 80,066	\$ (48,597)	(38%)
80% to 120%	71	40%	\$ 157,250	\$ 156,938	\$ (312)	(0%)
> 120%	54	31%	\$ 55,181	\$ 84,855	\$ 29,674	54%
Total	176	100%	\$ 341,094	\$ 321,858	\$ (19,235)	(6%)

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 4.14
Action

From: SUSAN BRANSEN
Executive Director

Subject: **TRAFFIC CONGESTION RELIEF PROGRAM (TCRP) POLICY FOR TIER 2**

ISSUE:

Should the Commission approve a policy for projects programmed in Tier 2 of the Traffic Congestion Relief Program (TCRP)?

Due to insufficient transfers into the Traffic Congestion Relief Fund (TCRF), the Commission has been unable to approve allocations for existing programmed TCRP projects in Tier 2 of the TCRP Allocation Plan. Assembly Bill 133 – Budget Act of 2015, approved on March 1, 2016, appropriated \$148,000,000 from the General Fund to the TCRF. This amount, which must be transferred to the TCRF no later than January 1, 2017, is just enough to allocate already programmed funding on projects in Tier 2. Given this is a one-time transfer with no guarantee of additional funding becoming available, a policy for moving forward on existing Tier 2 projects is warranted.

RECOMMENDATION:

Staff recommends the Commission approve the following TCRP policy utilizing the existing Allocation Plan for Tier 2 programmed projects as shown on the attached list:

- Programming amendments will be allowed only for current programmed amounts on the legislatively approved Tier 2 projects.
- No new or additional programming for Tier 2 projects will be considered unless and until additional funds are identified and transferred to the TCRF.
- Allocations will be limited to the eligible Tier 2 programmed projects and will be approved on a first-come, first-serve basis when funds are available.

BACKGROUND:

The Traffic Congestion Relief Act of 2000 committed \$4.9 billion to 141 specific projects. Various statutes were enacted to loan or delay the receipt of funds between 2001 and 2006. In 2008, the Commission took action to adopt an Allocation Plan due to the inconsistent availability of funds. The Allocation Plan consisted of two tiers: Tier 1 included projects that had a higher priority for funding and Tier 2 included all remaining projects. The remaining Tier 2 projects included those with

programmed TCRP funds and those that were not yet fully programmed. The current capacity will fund the remaining Tier 1 projects, and the passage of AB 133 will provide additional funding capacity for Tier 2 projects with TCRP funds already programmed.

Attachment

**Traffic Congestion Relief Program
Tier 2 Programmed Projects**
(\$ in 1,000s)

June 29-30, 2016

4.14

TCRP #	DIST.	COUNTY	PROJECT TITLE	Type	TCRP AMOUNT
4	04	ALA	Route 680; Add NB and SB HOV Lanes over Sunol Grade	Capital Outlay	\$1,500
12.2	04	CC	Hercules Train Station Project	Rail	\$700
12.3	04	ALA	I-580 Livermore Corridor Studies and Improvements	Planning	\$1,700
26	04	ALA	Livermore Valley Siding	Mass Trans	\$1,000
38.2	07	LA	North-South Bus Transit Project	Mass Trans	\$9,000
50	07	LA	Route 71 Expwy to Fwy Conversion (Route 10 to Route 60)	Capital Outlay	\$395
52	07	LA	HOV & Aux Lanes, Waterford-Route 10	Capital Outlay	\$15,352
55.3	08	SBD	Alameda Corridor East; SANBAG	Local Asstce	\$3,800
55.4	08	SBD	Alameda Corridor East; SANBAG (Colton)	Local Asstce	\$7,690
56	07	LA	Metrolink	Mass Trans	\$812
61	08	RIV	Route 10; Reconstruct Apache Trail Interchange	Capital Outlay	\$2,678
74.10	11	SD	Pacific Surfliner; Carlsbad Double Track	Rail	\$480
74.11	11	SD	Pacific Surfliner, Elvira-Moreno Doubletrack	Rail	\$2,752
98	06	FRE	Peach Avenue; Widen to four-lane (Construction)	Local Asstce	\$3,650
99.2	10	SJ	Capacity Improvements	Rail	\$10,257
102.3	05	SB	Route 101 Access; Advanced Traffic Corridor System	Local Asstce	\$922
106	10	MER	Campus Parkway	Local Asstce	\$5,474
109	10	STA	Route 132 Expressway	Capital Outlay	\$11,392
112	06	KIN	Jersey Avenue; Widen from 17th Avenue to 18th Avenue in Kings County	Local Asstce	\$1,500
115	03	SAC	South Sacramento Light Rail Extension- Phase 2	Mass Trans	\$57,900
116	03	SAC	Route 80 Light Rail	Mass Trans	\$5,100
126	03	SAC	Route 50/Watt Avenue Interchange	Capital Outlay	\$1,168
129	08	SBD	Route 62; Utility Undergrounding	Capital Outlay	\$1,768
148.1	11	IMP	Widen State Route 98	Capital Outlay	\$1,000
158.2	07	LA	Intersection of Olympic Blvd/Mateo Street/Porter Street	Local Asstce	\$595

Total **\$148,585**

FUNDING TRANSPORTATION PROJECTS
ADMINISTERED BY NATIVE AMERICAN TRIBAL
GOVERNMENTS – CHALLENGES AND SUCCESSES

A PRESENTATION ON THIS ITEM
WILL BE MADE AT THE JUNE 29-30, 2016
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 2.5w. (3)
Action

From: SUSAN BRANSEN
Executive Director

Subject: **ACTIVE TRANSPORTATION ALLOCATION DEFERRAL - THE LA JOLLA BAND OF LUISEÑO INDIANS IN SAN DIEGO COUNTY RESOLUTION FATP-1516-13**

ISSUE:

Should the Commission defer the allocation of \$4,505,000 in Active Transportation Program (ATP) funds to the La Jolla Band of Luiseño Indians for up to 12 months? Senate Bill 99 (Chapter 359, Statutes of 2013) allows the Commission to program and allocate ATP funds to eligible applicants, including but not limited to Tribal Governments, who successfully compete in the ATP competitive selection process. Implementing agencies are required to enter into a Local Administering Agency-State Master Agreement (Master Agreement) with Caltrans. In addition to other requirements, California law mandates that Master Agreements provide for a limited waiver of sovereign immunity by the Tribal Government. In light of the Tribal Governments' reluctance to agree to such limited waiver, and as an alternative to the Master Agreement, Caltrans and Tribal Governments have developed the option of entering into an Intergovernmental Fund Transfer Agreement (Fund Transfer Agreement) with Caltrans and the Bureau of Indian Affairs (BIA) for the transfer of such funds to the Tribal Governments. The negotiation of a three-party Fund Transfer Agreement has proven to be a time-consuming and complicated endeavor; and one which has significantly delayed the La Jolla Band of Luiseño Indians' (La Jolla Band) ATP project. Unless the Commission defers the allocation of \$4,505,000 in ATP funds to the La Jolla Band of Luiseño Indians, these funds will lapse.

RECOMMENDATION:

Staff recommends that the Commission vote to defer the allocation of \$4,505,000 in ATP funds to the La Jolla Band for the ATP project in San Diego County for up to 12 months. The La Jolla Band may request the allocation of these funds only after it has provided to the Commission their approved environmental document for the ATP project.

BACKGROUND:

The La Jolla Band project was programmed for \$4,855,000 in Cycle 1 of the ATP funds at the August 2014 Commission meeting. At their election, the La Jolla Band entered into a Fund Transfer Agreement with Caltrans and the BIA, dated June 10, 2016. At the March 2016 Commission meeting, the Commission allocated \$350,000 for the PA&ED phase to the La Jolla Band.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.5w.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR AN ACTIVE TRANSPORTATION PROGRAM PROJECT
RESOLUTION FATP-1516-14**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate \$4,505,000 for the La Jolla Active Transportation Program (ATP) project.

ISSUE:

The attached vote list describes the ATP project totaling \$4,505,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$4,505,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-108-0890 for the ATP project described on the attached vote list.

Attachment

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 4.15
Action

From: SUSAN BRANSEN
Executive Director

Subject: **TRADE CORRIDORS IMPROVEMENT FUND PROGRAM AMENDMENT**
RESOLUTION TCIF-P-1516-10

ISSUE:

Should the California Transportation Commission (Commission) amend the Trade Corridors Improvement Fund (TCIF) Program to remove Project 116 – Control Point Mole Rail Improvement Project and related funding totaling \$12.6 million from the Los Angeles/Inland Empire Corridor element of the TCIF program?

RECOMMENDATION:

Commission staff recommends the Commission approve the proposed TCIF Program Amendment to remove Project 116 - Control Point Mole Rail Improvement Project.

BACKGROUND:

The Port of Long Beach (POLB) proposes to amend the TCIF Program by removing Project 116 from the program due to the project encountering unexpected delays in right-of-way acquisition. POLB has postponed the project indefinitely and will propose a new project for programming at the August 2016 Commission meeting. The Southern California Consensus Group supports the proposed amendment.

Attachment



Metro

May 26, 2016

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 "N" Street, Mail Stop: 52
Sacramento, CA 94273-0001

Dear Ms. Bransen:

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 Port of Long Beach (POLB) is requesting the reprogramming of \$12.6 million in TCIF funds to the new Middle Harbor Project. The \$12.6 million in TCIF funds were previously supported by the Consensus Group in October 2014 for use on the Pier G South Working Yard Rehabilitation Project and then again in May 2015 for use on the Control Point (CP) Mole Improvement Project. The reprogramming to the CP Mole Improvement Project was approved by the CTC in October 2015. Due to unexpected delays in project development, mainly due to ROW acquisition, the project has been postponed indefinitely and POLB is now seeking to redirect the \$12.6 million from the CP Mole Improvement Project to the Middle Harbor Project.

Please see the attached letter detailing the programming request. We understand POLB intends to submit a formal application to the CTC for action in June 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

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29–30, 2016

Reference No.: 4.10
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **PROPOSED 2016 AERONAUTICS ACQUISITION & DEVELOPMENT AERONAUTICS PROGRAM**

ISSUE:

The California Department of Transportation's Division of Aeronautics Program is funded by the Aeronautics Account in the State Transportation Fund. It is prepared in accordance with Public Utilities Code, Sections 21683 and 21706.

The 2016 Aeronautics Program is currently proposed at \$8.24 million for a total of 50 projects. The 2016 Aeronautics Program covers three Fiscal Years (FYs) 2016–17 through 2018–19. These projects were selected based on the current Capital Improvement Plan (CIP), using the California Transportation Commission's (Commission) approved priority ranking. The Commission approved the CIP on August 6, 2015. All projects in the 2016 Aeronautics Program will be subject to the Commission's 2014 General Aviation Funding Policy Guidance (G-14-03). This program is consistent with the Fund Estimate for the Aeronautics Account approved by Commission.

This is an informational item and will return at the Commission's August 2016 meeting for adoption.

BACKGROUND:

The California Aid to Airports Program (CAAP) consists of three types of grants, funded in the following order of priority, (1) Annual Credit Grant Program of \$10,000 per airport to publicly owned General Aviation airports; (2) the Airport Improvement Program (AIP) federal matching grants; and (3) the A&D grants for projects in the 2016 Aeronautics Program.

Projects proposed in the 2016 Aeronautics Program are Acquisition and Development (A&D) projects. They are State funded at 90 percent of the total project with a 10 percent local match required.

On March 26, 2015, the Commission passed a resolution for the Aeronautics Program set-aside ratio. The set-aside ratios for A&D programmed projects are: 25 percent for Airport Land Use Compatibility Plans and 75 percent for Capital Improvement Projects at airports. No safety projects were overlooked due to land use compatibility plan projects or any other projects.

The Division of Aeronautics forecasts the ability to fund these projects based on a combination of revenue sources: 18 cents/gallon motor vehicle fuel excise tax on general aviation gasoline and 2 cents/gallon excise tax on general aviation jet fuel, as well as from transfers from the Local Airport Loan Account (LALA) to the Aeronautics Account. Currently, excise tax revenues are projected to fund the Annual Credit Grant Program and partially fund the AIP. It is expected that a \$4 million transfer per year from the LALA to the CAAP will fully fund the CAAP, including the three-year 2016 Aeronautics Program. Statute allows for transfers to occur subject to Department of Finance approval.

Attachment
2016 Aeronautics Program

FY 2016-17

<u>AIRPORT</u>	<u>CATEGORY</u>	<u>COUNTY</u>	<u>PROJECT DESCRIPTION</u>	<u>PRIORIT Y RANK</u>	<u>TOTAL COST</u>	<u>STATE COST 90%</u>
SOUTHARD FIELD AIRPORT	General Aviation (Non-NPIAS)	Lassen	Crack Seal and Restripe Runway and Taxiway	1	\$81,000	\$73,000
SPaulding AIRPORT	General Aviation (Non-NPIAS)	Lassen	Pavement Maintenance and Remarking, Runway, Taxiway, and Tiedown	1	\$84,000	\$76,000
SHOSHONE AIRPORT	General Aviation (Non-NPIAS)	Inyo	Runway 15-33 Crack Repairs, Slurry Seal, Markings	1	\$200,000	\$180,000
BAKER AIRPORT	General Aviation (Non-NPIAS)	San Bernardino	2018-Runway Rehabilitation and Striping	1	\$554,000	\$499,000
NUT TREE AIRPORT	General Aviation	Solano	Tree Obstruction Removal	3	\$165,000	\$149,000
SHELTER COVE AIRPORT	General Aviation	Humboldt	Slurry Seal Taxiway/Miscellaneous Pavement	4	\$213,000	\$192,000
SHOSHONE AIRPORT	General Aviation (Non-NPIAS)	Inyo	Replace Runway Lighting Control System	5	\$35,000	\$32,000
HYAMPOM AIRPORT	General Aviation (Non-NPIAS)	Trinity	Runway Light Rehabilitation	5	\$100,000	\$90,000
MONTAGUE, YREKA ROHRER FIELD	General Aviation (Non-NPIAS)	Siskiyou	Automated Weather Observing System (AWOS) new	7	\$80,000	\$72,000
SHELTER COVE AIRPORT	General Aviation	Humboldt	Improve Drainage - Southeast Tiedown Area	9	\$141,000	\$127,000
SIERRAVILLE DEARWATER AIRPORT	General Aviation (Non-NPIAS)	Sierra	Reconstruct Tiedown Area	9	\$543,000	\$489,000
TAFT AIRPORT	General Aviation	Kern	Rehabilitate 2 Aircraft Parking Aprons	9	\$560,000	\$504,000
WHITEMAN	Reliever	Los Angeles	Airport Compatibility Land Use Plan (ALUCP) Update	N/A	\$92,000	\$83,000
MAMMOTH YOSEMITE	Commercial Service Primary	Mono	ALUCP Update	N/A	\$100,000	\$90,000
SALINAS MUNICIPAL AIRPORT	General Aviation	Monterey	ALUCP Update	N/A	\$176,000	\$159,000
ARCATA AIRPORT	Commercial Service Primary	Humboldt	ALUCP Update	N/A	\$278,000	\$251,000
SUSANVILLE MUNICIPAL AIRPORT	General Aviation	Lassen	ALUCP Update	N/A	\$278,000	\$251,000

\$3,317,000

FY 2017-18

FORT BIDWELL AIRPORT	General Aviation (Non-NPIAS)	Modoc	Engineering, Design, and Add New Gravel for Runway	1	\$45,000	\$41,000
BRACKETT FIELD AIRPORT	Reliever	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	\$50,000	\$45,000
COMPTON/WOODLEY AIRPORT	Reliever	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	\$50,000	\$45,000
EL MONTE AIRPORT	Reliever	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	\$50,000	\$45,000
GENERAL WILLIAM J FOX AIRPORT	General Aviation	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	\$50,000	\$45,000
WHITEMAN AIRPORT	Reliever	Los Angeles	Pavement Repairs and Maintenance - Crack Sealing/Patching	1	\$50,000	\$45,000
BYRON AIRPORT	Reliever	Contra Costa	Land Purchase Runway Safety Area Runway 05/23	2	\$619,000	\$558,000
MONTAGUE, YREKA ROHRER FIELD	General Aviation (Non-NPIAS)	Siskiyou	Resurface Runway, Taxiways, and Ramps	4	\$599,000	\$540,000
ADIN AIRPORT	General Aviation (Non-NPIAS)	Modoc	Engineering Design and Repave Taxiway Tie Down Apron Areas	4	\$300,000	\$270,000
SHOSHONE AIRPORT	General Aviation (Non-NPIAS)	Inyo	Segmented Circle	6	\$23,000	\$21,000
WESTOVER FIELD AMADOR COUNTY AIRPOR	General Aviation	Amador	Water System/Fire Hydrant Extension (Construction)	18	\$300,000	\$270,000
EL MONTE AIRPORT	Reliever	Los Angeles	ALUCP Update	N/A	\$92,000	\$83,000
COMPTON/WOODLEY AIRPORT	Reliever	Los Angeles	ALUCP Update	N/A	\$92,000	\$83,000
IMPERIAL COUNTY AIRPORT	Commercial Service Non-Primary	Imperial	ALUCP Update	N/A	\$165,000	\$149,000
SISKIYOU AIRPORT	General Aviation	Siskiyou County	ALUCP Update	N/A	\$278,000	\$251,000
CHINO AIRPORT	Reliever	San Bernardino	ALUCP Update	N/A	\$60,000	\$54,000

\$2,545,000

FY 2018–19

WARD FIELD AIRPORT	General Aviation (Non-NPIAS)	Del Norte	Runway Slurry Seal and Restripe Runway and Apron	1	\$250,000	\$225,000
ALPINE COUNTY AIRPORT	General Aviation (Non-NPIAS)	Alpine	Chip Seal and Restripe Runway	1	\$140,000	\$126,000
ANDY MCBETH AIRPORT	General Aviation (Non-NPIAS)	Del Norte	Overlay and Restripe Runway and Restripe Apron Pavement	1	\$475,000	\$428,000
POSO-KERN COUNTY AIRPORT	General Aviation (Non-NPIAS)	Kern	Crack Fill and Slurry Seal Partial Runway	1	\$150,000	\$135,000
SOUTHARD FIELD AIRPORT	General Aviation (Non-NPIAS)	Lassen	Segmented Circle Repair	6	\$30,000	\$27,000
SPAULDING AIRPORT	General Aviation (Non-NPIAS)	Lassen	Design and Relocate Beacon and Reconstruct Segmented Circle	6	\$85,000	\$77,000
YUCCA VALLEY AIRPORT	General Aviation (Non-NPIAS)	San Bernardino	Hazard Relocate Tetrahedran	6	\$20,000	\$18,000
CLIFF HATFIELD MEMORIAL AIRPORT	General Aviation (Non-NPIAS)	Imperial	Airplane Tiedown Pavement Project	9	\$324,800	\$293,000
CAMERON PARK AIRPARK	General Aviation	El Dorado	Drainage Improvements - East	18	\$200,000	\$180,000
CAMERON PARK AIRPARK	General Aviation	El Dorado	Drainage Improvements - North	18	\$185,000	\$167,000
CAMERON PARK AIRPARK	General Aviation	El Dorado	Drainage Improvements - South	18	\$140,000	\$126,000
Napa County	Reliever	Napa	ALUCP Update	N/A	\$250,000	\$225,000
Apple Valley	General Aviation	San Bernardino	ALUCP Update	N/A	\$60,000	\$54,000
Baker	General Aviation (Non-NPIAS)	San Bernardino	ALUCP Update	N/A	\$60,000	\$54,000
Barstow-Daggett	General Aviation	San Bernardino	ALUCP Update	N/A	\$60,000	\$54,000
Needles	General Aviation	San Bernardino	ALUCP Update	N/A	\$60,000	\$54,000
Redlands Municipal	General Aviation	San Bernardino	ALUCP Update	N/A	\$150,000	\$135,000
						\$2,378,000

Total 2016 Aeronautics Acquisition and Development Program 3 Years	\$8,240,000
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Category	Description	Rank
Safety	Seal/Overlay/Rehab Existing Runway Pavement (including grading and drainage)	1
	Runway Safety Area Land Acquisition, New Pavement for Runway Turnaround (no parallel Taxiway)	2
	Obstruction Mitigation/Abatement (removal, trim, land acquisition, navigation easements for height restrictions), Obstruction Lighting (new)	3
	Seal/Overlay/Rehab Existing Taxiway Pavement (including grading and drainage), New Pavement for Run Up Area, Runway Protection Zone Land Acquisition	4
	Runway Lighting (e.g. Medium Intensity Runway Lighting [MIRL]) Repair or Replace	5
	Taxiway Lighting (e.g. Medium Intensity Taxiway Lighting [MITL]) Repair or Replace, Landing Aids (e.g. Runway End Identified Lights [REIL]), Marking, Signage, Segmented Circle, PAPI, Wind Cone, AWOS, ASOS/AWSS) Repair or Replace	6
	AWOS (new)	7
	Rotating Beacon (repair or replace)	8
	Seal/Overlay/Rehabilitate Existing Apron/Ramp Pavement (including grading and drainage)	9
Capacity	Runway Pavement (new), Extend or Widen	10
	Runway Lighting or Rotating Beacon (new)	11
	Taxiway Pavement (new), Extend or Widen	12
	Airport Layout Plan (ALP) (new or update)	15
	Landing Aids (new), Taxiway Lighting (new)	16
	Apron/Ramp Pavement (new) or Service Roads (Air Operation Area)	17
	Utilities (drainage, water, sewage), Environmental Mitigation, Blast Wall, Fire Protection Systems, Radio Communication Equipment, Bond Servicing	18
	Land Acquisition for Airside Usage; Airport Master Plan	19
	Noise Monitoring Equipment (new)	20
Security	Security Fence (new)	13
	Apron/Ramp Lighting (new)	14

Notes:

- Projects in the 2016 Aeronautics Acquisition and Development (A&D) Grant Program are State funded at 90 percent of the total project cost with a 10 percent local match.
- The National Plan of Integrated Airport Systems (NPIAS) identifies airports that are significant to air transportation and are eligible to receive grants under the Federal Aviation Administration (FAA) for the Airport Improvement Program (AIP).
- On June 25, 2008, the California Transportation Commission (Commission) passed a resolution for the 2008 Aeronautics Program set aside. The new set aside ratios were approved at the May 2015 Commission meeting for the A&D programmed projects: 25 percent for Airport Land Use Compatibility Plans (ALUCP), 35 percent for non-NPIAS airports, and 40 percent for NPIAS airports per year.
- The current Capital Improvement Plan (CIP) priority ranking was adopted by the Commission 8/2015.
- The A&D Grant Program minimum amount is \$20,000, and the maximum amount is \$500,000 per airport per year.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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:

- \$24,590,000 for nine emergency construction projects, pursuant to the authority granted under Resolution G-11 (2.5f.(1)).
- \$42,081,000 for 17 SHOPP Safety Lump Sum projects Sub-Allocations (2.5f.(3)).
- \$999,000 for one 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 May 18, 2016, the Department has allocated or sub-allocated the following for Fiscal Year 2015-16:

- \$281,953,000 for 156 emergency construction projects.
- \$114,364,000 for 50 SHOPP Safety Lump Sum projects.
- \$24,073,000 for 29 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 \$500,000 Siskiyou 02-Sis-96 Var.	Near Happy Camp, at 1.5 miles west of Independence Bridge; also at 1.2 miles west of Davis Road. Due to high intensity storms in March 2016, washouts occurred at two failed culvert locations that subsequently eroded the slope and compromised the structural integrity of the roadway at both locations. Work is needed to prevent continued erosion and scour that would cause complete roadway failure. This project will replace the compromised culverts, reconstruct embankment and install additional down-drain pipes on the slope. (Construction Support: \$250,000) Initial G-11 Allocation 05/11/16: \$500,000 (Additional \$5,000 was allocated for right of way purposes).	02-3662 SHOPP/15-16 0216000151 4 0H770 Emergency	2015-16 302-0042 SHA 20.20.201.130	\$500,000
2 \$4,000,000 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 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 over topped containment basins and perimeter controls 500 feet below the roadway. This project stabilizes 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. This supplemental is necessary to construct a retaining wall as per further geotechnical studies to stabilize the embankment fill, enabling completion of the ongoing construction project. (Construction Support: \$600,000) Initial G-11 Allocation 01/27/16: \$3,450,000 Supplemental G-11 Allocation 05/11/16: \$4,000,000 Revised Allocation: \$7,450,000 (Additional \$50,000 was allocated for right of way purposes).	02-3652 SHOPP/15-16 0216000077 4 2H450 Emergency	2015-16 302-0042 SHA 20.20.201.130	\$4,000,000
3 \$490,000 Nevada 03-Nev-80 R55.3/R55.4	Near Emigrant Gap, from 0.7 mile to 0.6 mile west of Carpenter Flat Undercrossing; also in Nevada County on Route 49, near Sweetland, at 0.4 mile north of Pleasant Valley Road; also in Yuba County, on Route 49 near Camptonville, at 1.1 miles north of Willow Creek Campground. After heavy winter precipitation, four failed culverts with erosion damage were identified. Subsequently the roadway and shoulders are currently vulnerable to catastrophic failure at these locations. Roadway settlement is evident at two locations where the inverts are highly eroded. A culvert downdrain outlet pipe has disconnected at the third location causing fill slope erosion, and the culvert joint within the fill has separated at the fourth location causing shoulder erosion. This project will replace culverts or make repairs, reconstruct eroded slopes and roadway surfaces, and place rock slope protection (RSP) at one location to stabilize the slope. (Construction Support: \$50,000) Initial G-11 Allocation 05/02/16: \$490,000	03-4126 SHOPP/15-16 0316000218 4 1H650 Emergency	2015-16 302-0042 SHA 20.20.201.130	\$490,000

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 \$1,000,000 Santa Clara 04-SCI-152 1.8	Near Gilroy, at 1.3 miles west of Blackhawk Canyon Road. During March rainstorms, roadway surface runoff and creek flow diversion caused by fallen trees below the roadway has lead to erosion of the slope that has now expanded up to the edge of pavement. This project is necessary to prevent further erosion expansion and complete road slope failure. Proposed work includes placing rock slope protection (RSP) and constructing a retaining wall. (Construction Support: \$250,000) Initial G-11 Allocation 05/02/16: \$1,000,000 (Additional \$10,000 was allocated for right of way purposes).	04-1499A SHOPP/15-16 0416000278 4 1K640 Emergency	2015-16 302-0042 SHA 20.20.201.130	\$1,000,000
5 \$1,000,000 Sonoma 04-Son-116 R22.1	Near Graton, at Green Valley Road. After heavy early April rains, a sinkhole developed in the westbound lane. An investigation revealed a corroded failed culvert had undermined the roadway causing significant damage to the pavement and shoulder. Immediate repairs are needed to prevent further degradation and roadway collapse. This project will replace the drainage system, reconstruct roadway and re-stripe. (Construction Support: \$300,000) Initial G-11 Allocation 04/16/16: \$1,000,000	04-1499N SHOPP/15-16 0416000351 4 2K040 Emergency	2015-16 302-0042 SHA 20.20.201.130	\$1,000,000
6 \$6,500,000 Fresno 06-Fre-180 Var.	Near Sequoia National Park, from 15.3 miles east of Route 63 to 7.9 miles east of Route 245. On October 30, 2015, a Governor's Proclamation was issued in response to large tree mortality caused by drought, insect infestation, and disease. Maintenance crews are unable to keep up with the need. In this stretch, approximately 2,269 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 and dispose of identified trees. (Construction Support: \$975,000) Initial G-11 Allocation 05/02/16: \$6,500,000 (Additional \$100,000 was allocated for right of way purposes).	06-6801 SHOPP/15-16 0616000205 4 0V400 Emergency	2015-16 302-0042 SHA 20.20.201.130	\$6,500,000

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				
7 \$6,500,000 Tuolumne 10-Tuo-108 7.5/32.0	Near Sonora, from Soulsbyville Road to Old Strawberry Road. On October 30, 2015, a Governor's Proclamation was issued in response to large tree mortality caused by drought, insect infestation, and disease. Maintenance crews are unable to keep up with the need. In this stretch, approximately 4,300 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 and dispose of identified trees. (Construction Support: \$860,000) Initial G-11 Allocation 04/05/16: \$6,500,000 (Additional \$50,000 was allocated for right of way purposes).	10-3174 SHOPP/15-16 1016000159 4 1G350 Emergency	2015-16 302-0042 SHA 20.20.201.130	\$6,500,000
8 \$4,200,000 Tuolumne 10-Tuo-120 29.0/R56.5	Near Yosemite National Park, from 5.1 miles east of Route 49 to Yosemite National Park Boundary Entrance. On October 30, 2015, a Governor's Proclamation was issued in response to large tree mortality caused by drought, insect infestation, and disease. Maintenance crews are unable to keep up with the need. In this stretch, approximately 3,510 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 and dispose of identified trees. (Construction Support: \$870,000) Initial G-11 Allocation 05/06/16: \$4,200,000 (Additional \$50,000 was allocated for right of way purposes).	10-3175 SHOPP/15-16 1016000174 4 1G370 Emergency	2015-16 302-0042 SHA 20.20.201.130	\$4,200,000
9 \$400,000 San Diego 11-SD-78 31.9	Near Ramona, at 0.1 mile west of Indian Oaks Road. January El Nino storms caused a washout with slope erosion below the roadway leaving various scarps and an exposed culvert. The work is necessary to prevent continued erosion and loss of roadway. Per Geotechnical recommendations, this project will repair the embankment and extend the existing culvert. (Construction Support: \$100,000) Initial G-11 Allocation 05/10/16: \$400,000	11-1224 SHOPP/15-16 1116000149 4 42700 Emergency	2015-16 302-0042 SHA 20.20.201.130	\$400,000

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 \$315,000 Glenn 03-Gle-32 Var.	Near Orland and Hamilton City at various locations; also, in Butte County on Route 32 near Chico from 0.1 mile east of Gianella Road to 0.3 mile west of Freight Lane (PM 0.4/4.6). <u>Outcome/Output:</u> Improve safety by installing shoulder and edgeline rumble strips to reduce the number and severity of collisions. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$60,000 \$36,600 PS&E \$80,000 \$7,644 R/W Supp \$5,000 \$0 (Construction Support: \$90,000) (CEQA - CE, 12/21/2015.) (NEPA - CE, 12/21/2015.) Allocation Date: 04/25/16	03-3789 SHOPP/15-16 \$390,000 031600007 4 0H710	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$6,000 \$309,000
2 \$445,000 Nevada 03-Nev-Var. Var.	Near Smartville, from Yuba County Line to Penn Valley Road (PM 0.0/R6.6); also, in Placer County on Route 267 near Kings Beach, from Carnelian Bay Avenue to Route 28 (PM 6.8/9.9). <u>Outcome/Output:</u> Improve safety by installing centerline and shoulder ground-in rumble strips to reduce the number and severity of collisions. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$110,000 \$71,217 PS&E \$190,000 \$6,410 R/W Supp \$10,000 \$57 (Construction Support: \$230,000) (CEQA - CE, 12/3/2015.) (NEPA - CE, 12/3/2015.) Allocation Date: 05/03/16	03-5710 SHOPP/15-16 \$860,000 0316000042 4 0H990	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$9,000 \$436,000
3 \$440,000 Yolo 03-Yol-Var. Var.	In Yolo County on Routes 16 and 80 at various locations; also, in Colusa and Sutter Counties on Route 20 at various locations. <u>Outcome/Output:</u> Improve safety by installing ground-in centerline and shoulder rumble strips along four roadway segments to reduce the number and severity of collisions. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$100,000 \$17,872 PS&E \$120,000 \$4,766 R/W Supp \$10,000 \$1,114 (Construction Support: \$180,000) (CEQA - CE, 12/22/2015.) (NEPA - CE, 12/22/2015.) Allocation Date: 05/09/16	03-8919 SHOPP/15-16 \$740,000 0316000009 4 0H730	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$9,000 \$431,000

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 \$270,000 Santa Cruz 05-SCR-152 3.7/8.3	Near Watsonville, from the Carlton/Cassery Road intersection to the Santa Clara County line. <u>Outcome/Output:</u> Construct centerline rumble strips to improve safety and reduce the number and severity of cross median collisions. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$0 \$0 PS&E \$452,000 \$240,880 R/W Supp \$33,000 \$1,473 (Construction Support: \$218,000) (CEQA - CE, 4/19/2016.) (NEPA - CE, 4/19/2016.) Allocation Date: 05/18/16	05-2598 SHOPP/16-17 \$463,000 051500009 4 1G400	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$5,000 \$265,000
5 \$1,191,000 Los Angeles 07-LA-5 R47.7/R48	Near Santa Clarita, in the northbound lanes from 500 feet south of the Gavin Canyon Undercrossing to the end of the undercrossing. <u>Outcome/Output:</u> Apply high friction surface treatment (HFST) to improve safety and reduce the number and severity of collisions. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$150,000 \$135,905 PS&E \$400,000 \$5,091 R/W Supp \$20,000 \$0 (Construction Support: \$300,000) (CEQA - CE, 9/9/2015.) (NEPA - CE, 9/9/2015.) Allocation Date: 04/18/16	07-4789 SHOPP/15-16 \$1,260,000 0714000282 4 30940	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$24,000 \$1,167,000
6 \$1,215,000 Los Angeles 07-LA-5 R59.7/R73.2	Near Castaic, from Lake Hughes Road to 0.8 mile south of Vista Del Lago Road; also near Palmdale on Route 14 from Soledad Canyon Road to Kern County line (PM 35.5 to R77.0). <u>Outcome/Output:</u> Construct inside and outside shoulder rumble strips to improve safety and reduce the number and severity of cross median collisions. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$80,000 \$352,373 PS&E \$500,000 \$302,172 R/W Supp \$30,000 \$0 (Construction Support: \$300,000) (CEQA - CE, 12/15/2014.) (NEPA - CE, 12/15/2014.) Allocation Date: 04/15/16	07-4768 SHOPP/15-16 \$1,050,000 0714000218 4 30730	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$24,000 \$1,191,000

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				
7 \$1,699,000 Los Angeles 07-LA-110 23.7/25.5	In the city of Los Angeles, on northbound lanes from Route 101 to Route 5. <u>Outcome/Output:</u> Install safety lighting to improve safety and reduce the number and severity of collisions. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$150,000 \$60,639 PS&E \$314,000 \$534,613 R/W Supp \$8,000 \$0	07-4620 SHOPP/15-16 \$1,420,000 0713000224 4 29770	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$34,000 \$1,665,000
	(Construction Support: \$405,000) (CEQA - CE, 1/19/2016.) (NEPA - CE, 5/12/2014.) Allocation Date: 05/06/16			
8 \$1,001,000 Riverside 08-Riv-79 R33.9/40.0	Near Beaumont, from Gilman Springs Road to First Street. <u>Outcome/Output:</u> Install drainage inlets to mitigate wet pavement incidents and improve safety and reduce the number and severity of collisions. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$315,000 \$200,162 PS&E \$414,000 \$494,745 R/W Supp \$76,000 \$0	08-0068K SHOPP/15-16 \$1,660,000 0814000060 4 1E660	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$20,000 \$981,000
	(Construction Support: \$524,000) (CEQA - CE, 5/29/2015.) (NEPA - CE, 5/29/2015.) Allocation Date: 05/05/16			
9 \$1,113,000 Riverside 08-Riv-79 R33.9	Near San Jacinto, at Gilman Springs Road Undercrossing. <u>Outcome/Output:</u> Install traffic signal and construct through lanes and standard eight foot shoulders on Gilman Springs Road within the interchange to improve safety and reduce the number and severity of collisions. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$319,000 \$361,595 PS&E \$593,000 \$493,661 R/W Supp \$12,000 \$0	08-0065K SHOPP/15-16 \$1,160,000 0813000152 4 1E100	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$22,000 \$1,091,000
	(Construction Support: \$403,000) (CEQA - CE, 6/19/2015.) (NEPA - CE, 6/19/2015.) Allocation Date: 05/02/16			

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				
10 \$379,000 San Bernardino 08-SBd-18 58.8/73.4	Near Big Bear City and Lucerne Valley, from Delta Avenue to Barstow Road. <u>Outcome/Output</u> : Construct centerline rumble strips to improve safety and reduce the number and severity of cross median collisions. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$139,000 \$145,790 PS&E \$348,000 \$176,280 R/W Supp \$10,000 \$3,953	08-0189D SHOPP/15-16 \$570,000 0815000060 4 1F900	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$8,000 \$371,000
(Construction Support: \$188,000)				
(CEQA - CE, 4/5/2016.) (NEPA - CE, 4/5/2016.)				
Allocation Date: 05/13/16				
11 \$5,216,000 San Bernardino 08-SBd-62 16.8/25.2	In Joshua Tree and near Twenty Nine Palms, at various locations from 0.1 mile east of Sherwood Road to 0.1 mile east of Lee Drive. <u>Outcome/Output</u> : Construct two-way left turn lanes and widen shoulders to current standards to improve safety and reduce the number and severity of collisions. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$822,000 \$856,998 PS&E \$978,000 \$646,432 R/W Supp \$35,000 \$10,598	08-0226G SHOPP/15-16 \$5,412,000 0812000027 4 0R130	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$104,000 \$5,112,000
(Construction Support: \$1,022,000)				
(CEQA - MND, 12/30/2014.) (NEPA - CE, 4/17/2015.)				
(Future Consideration of Funding approved under Resolution E-15-32; June 2015.)				
Allocation Date: 05/18/16				
12 \$2,696,000 Merced 10-Mer-165 29.8/30.3	Near Hilmar, from 0.2 mile south of Westside Boulevard to River Road. <u>Outcome/Output</u> : Improve safety by realigning curve, improve roadway cross slope, widen for standard lane and shoulder widths, and install rumble strips. The project will reduce the number and severity of collisions. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$689,000 \$511,719 PS&E \$1,119,000 \$859,305 R/W Supp \$420,000 \$306,493	10-0262 SHOPP/15-16 \$3,212,000 1000000201 4 0Q290	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$54,000 \$2,642,000
(Construction Support: \$784,000)				
(CEQA - CE, 5/30/2013.) (NEPA - CE, 5/30/2013.)				
Allocation Date: 04/14/16				

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				
13 \$6,111,000 San Diego 11-SD-78 0/R16.5	In San Diego County, from Route 78/5 separation in Oceanside to Route 15/78 separation in Escondido. <u>Outcome/Output:</u> Install enhanced lighting systems, improve lane line, edge line and barrier delineation and replace portions of barrier to improve safety and reduce the number and severity of collisions. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$456,000 \$512,987 PS&E \$1,041,000 \$607,067 R/W Supp \$11,000 \$0 (Construction Support: \$1,869,000) (CEQA - CE, 6/12/2014.) (NEPA - CE, 6/12/2014.) Allocation Date: 05/13/16	11-1095 SHOPP/15-16 \$10,497,000 1113000008 4 41570	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$122,000 \$5,989,000
14 \$11,078,000 Orange 12-Ora-5 1.2/2.2	In San Clemente, from 0.1 mile north of Avenida Mendocino Overcrossing to 0.2 mile south of Avenida Presidio Undercrossing. <u>Outcome/Output:</u> Realign horizontal curve and construct new approach and departure slabs at El Camino Real. Remove and construct retaining walls and a sound wall. This project is necessary to improve safety and reduce the number and severity of collisions. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$0 \$1,671 PS&E \$2,500,000 \$2,808,615 R/W Supp \$156,000 \$8,776 (Construction Support: \$3,300,000) (CEQA - CE, 3/21/2013.) (NEPA - CE, 3/21/2013.) Allocation Date: 05/02/16	12-2545 SHOPP/15-16 \$9,400,000 1212000090 4 0M490	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$222,000 \$10,856,000
15 \$747,000 Orange 12-Ora-39 11.7/12.2	In Anaheim, from Ball Road to Orange Avenue. <u>Outcome/Output:</u> Install new traffic signal, modify existing signal timing, install median fence and update curb ramps to ADA standards to improve safety and reduce the number and severity of collisions. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$115,000 \$122,579 PS&E \$351,000 \$407,444 R/W Supp \$0 \$0 (Construction Support: \$421,000) (CEQA - CE, 2/16/2016.) (NEPA - CE, 2/16/2016.) Allocation Date: 05/13/16	12-3202 SHOPP/15-16 \$748,000 1214000065 4 0N590	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$15,000 \$732,000

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				
16 \$400,000	In La Habra and Whittier, at Valley Home Avenue. <u>Outcome/Output:</u> Modify traffic signals, add intersection lighting, enhance pavement delineation and upgrade ADA facilities to current standards to improve safety and reduce the number and severity of collisions.	12-3950A SHOPP/15-16 \$430,000 1214000083 4 0N680	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$8,000 \$392,000
Orange 12-Ora-72 11.9	Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$82,000 \$103,769 PS&E \$270,000 \$266,372 R/W Supp \$34,000 \$11,140			
	(Construction Support: \$340,000)			
	(CEQA - CE, 3/23/2016.) (NEPA - CE, 3/23/2016.)			
	Allocation Date: 05/13/16			
17 \$7,765,000	Near San Juan Capistrano, from 0.3 mile east of Antonio Parkway/La Pata Avenue to 0.2 mile west of Christianitos Road. <u>Outcome/Output:</u> Construct 4-foot shoulder in both directions, upgrade existing centerline rumble strip, construct turn-outs, upgrade and install guardrail at various locations to improve safety and reduce the number and severity of collisions.	12-4124 SHOPP/15-16 \$7,765,000 1200020180 4 0L720	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$155,000 \$7,610,000
Orange 12-Ora-74 2.9/5.1	Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$1,236,000 \$1,235,728 PS&E \$3,956,000 \$3,113,281 R/W Supp \$1,311,000 \$798,651			
	(Construction Support: \$5,370,000)			
	(CEQA - MND, 9/26/2013.) (NEPA - CC, 9/26/2013.)			
	(Future Consideration of Funding approved under Resolution E-14-08; March 2014.)			
	Allocation Date: 05/02/16			

2.5 Highway Financial Matters

#	Dist	County	Route	Postmile	Location/Description	EA1	Program Code	Original Est. FM-09-05	Allocations
2.5f.(4) Informational Report - Minor Construction Program - Resolution G-05-05 Delegated Allocations									
1	01	Men	128	30.1/48.4	Rehabilitate existing culverts, replace deteriorated culverts and place standard drainage inlet and outlet structures.	37813	201.151	\$1,000,000	\$999,000

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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 (STIP), State Highway Operation and Protection Program (SHOPP), and Proposition 1B projects on the State Highway System. As of June 3, 2016, 367 projects totaling \$1.67 billion have been awarded. Funds for four projects have either lapsed or been rescinded.

In FY 2015-16, the Commission voted 394 state-administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of June 3, 2016, 319 projects totaling \$1.51 billion have been awarded. Funds for two projects have either lapsed or been rescinded.

BACKGROUND:

Starting with July 2006 allocations, projects are subject to Resolution G-06-08 (adopted June 8, 2006), which formalizes the condition of allocation that requires projects to be ready to proceed to construction within six months of allocation. The policy also requires that projects that are not awarded within four months of allocation be reported to the Commission.

FY 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	84	2	\$523,787	0	43	71
October 2014	15	\$71,486	15	0	\$64,975	0	10	13
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	62	1	\$177,945	1	48	60
June 2015	64	\$491,180	64	0	\$429,571	0	40	59
TOTAL	372	\$1,799,952	367	4	\$1,667,152	1	246	334

- 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	146	1	\$1,093,333	3	48	98
October 2015	60	\$222,281	60	0	\$198,815	0	53	60
December 2015	39	\$91,388	37	0	\$80,357	2	35	37
January 2016	35	\$128,856	30	1	\$58,655	4	27	30
March 2016	48	\$150,988	21	0	\$27,734	27	20	21
May 2016	62	\$213,710	25	0	\$47,740	37	25	25
TOTAL	394	\$1,835,110	319	2	\$1,506,634	73	208	271

- Note: 1. Total awarded amount reflects total project allotment, including G-12 and supplemental funds.
2. Excludes non-construction Transportation Enhancement (TE) projects and combined locally-administered TE.
3. FY 2014-15 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

Attachment

“Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability.”

FY 2014-15 Project Award Status

Dist-PPNO	EA	Co-Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
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 2/22/16. Bids opened on 3/17/16. A 12-month time extension for this project was approved on 10/21/15.

FY 2015-16 Project Award Status

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	30-Nov-16	\$2,808	A nine-month time extension for this project was approved on 3/16/16.
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	Project was advertised on 3/7/16. Bids opened on 5/4/16. A six-month time extension for this project was approved on 1/20/16.
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	31-Aug-16	\$4,737	Project was advertised on 5/2/16. Bid opening date is 6/8/16. A six-month time extension for this project was approved on 3/16/16.
11-1102	41350	SD-8	In and near El Cajon, from Johnson Avenue to 0.2 mile west of Lake Jennings Park Road. Pavement rehabilitation.	10-Dec-15	30-Jun-16	\$12,354	Project was advertised on 2/29/16. Bids opened on 5/3/16. A concurrence time extension is being requested.
04-1067B	1A904	SF-1	In the City and County of San Francisco, at Presidio National Park. Water quality improvements.	10-Dec-15	30-Apr-17	\$1,800	Project was delayed due to utility relocation. A ten-month time extension for this project was approved on 5/18/16.
07-4419	28820	LA-60	In the city of Los Angeles, from 0.1 mile west of Boyle Avenue Undercrossing to Eastern Avenue Overcrossing; also on Route 5 from Euclid Avenue to Boyle Avenue Overcrossing (PM 16.0/16.8). Source Control.	20-Jan-16	31-Jul-16	\$2,510	Project was advertised on 5/31/16. Bid opening is 7/7/16.
07-4458	28920	LA-710	In various cities, from 0.8 mile north of Rosecrans Avenue to 0.1 mile north of Third Street Overcrossing. Storm water mitigation through erosion control.	20-Jan-16	31-Jul-16	\$2,650	Project was advertised on 5/23/16. Bid opening is 6/28/16.
08-0171G	0R440	SBd-15	Near Hesperia, from 0.3 mile north of North Alray Overhead to 0.3 mile south of Oak Hill Road. Install weed barriers and upgrade guardrail.	20-Jan-16	31-Jul-16	\$1,218	Project was advertised on 2/22/16. Bids opened on 3/15/16. Pending award.

FY 2015-16 Project Award Status

Dist-PPNO	EA	Co-Rte	Work Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
05-0482	4482U	SB-101	In Carpinteria, from Carpinteria Creek Bridge to Linden Avenue. Reconstruct two interchanges (Casitas Pass Road and Linden Avenue) and extend Via Real frontage road.	20-Jan-16	31-Jul-16	\$59,486	Project was advertised on 2/29/16. Bids opened on 4/27/16. Pending award.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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 Year (FY) 2014-15 and FY 2015-16.

In FY 2014-15, the California Transportation Commission (Commission) allocated \$38,382,000 to construct 33 locally-administrated STIP projects. As of May 27, 2016, 32 projects totaling \$36,926,000 have been awarded. One project has an approved time extension.

In FY 2015-16, the Commission allocated \$51,141,000 to construct 24 locally-administered STIP projects. As of May 27, 2016, six projects totaling \$7,311,000 have been awarded. One project has an approved time extension. One project has a concurrent time extension request.

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	9	0	0	3	8
TOTAL	33	\$38,382	32	0	1	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	4	0	1	2	4
October 2015	3	\$3,928	2	0	1	0	2
December 2015	0	\$0	0	0	0	0	0
January 2016	3	\$1,852	0	0	3	0	0
March 2016	6	\$8,628	0	0	6	0	0
May 2016	7	\$29,336	0	0	7	0	0
TOTAL	24	\$51,141	6	0	18	2	6

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	Eastern Sierra Scenic Byway Tourist Center in Dehy Park in Independence	09-2517C	27-Aug-15	31-Aug-16	\$650,000 ⁽²⁾	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	A concurrent three-month time extension has been submitted.
City of Tehama	City of Tehama Reconstruction and Drainage Improvement	02-2509	21-Jan-16	31-Jul-16	\$1,083,000	The project will be awarded by the deadline.
Marin County	Miller Creek Class II Bicycle Lanes and Pedestrian Improvements	04-2127S	21-Jan-16	31-Jul-16	\$362,000	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					\$7,322,000	

(1) This extension deadline was approved in October 2015 (Waiver 15-42)

(2) This extension deadline was approved in March 2016 (Waiver 16-07)

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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 Year (FY) 2014-15 and FY 2015-16.

In FY 2014-15, the California Transportation Commission (Commission) allocated \$47,208,000 to construct 61 ATP projects. As of May 27, 2016, 60 projects totaling \$46,808,000 have been awarded. One project has an approved time extension.

In FY 2015-16, the Commission allocated \$66,255,000 to construct 75 ATP projects. As of May 27, 2016, 14 projects totaling \$8,965,000 have been awarded. Three projects have approved time extensions.

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	13	0	1	5	12
Total	61	\$47,208	60	0	1	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	4	0	1	2	4
October 2015	6	\$2,758	5	0	1	5	5
December 2015	7	\$2,314	4	0	3	4	4
January 2016	11	\$7,925	1	0	10	1	1
March 2016	11	\$13,036	0	0	11	0	0
May 2016	35	\$35,587	0	0	35	0	0
Total	75	\$66,255	14	0	61	12	14

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	(1) The project will be awarded by the extended 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	(1) The project will be awarded by the extended deadline.
Los Angeles County Metropolitan Transportation Authority	Metro Blue Line First/Last Mile Plan	07-5020	21-Oct-15	30-Apr-16	\$280,000	(2) The project will be awarded by the extended deadline.
City of Fortuna	Fortuna Safe Routes to School Project 2014	01-2405	09-Dec-15	30-Jun-16	\$75,000	The project will be awarded by the deadline.
California State University Fresno	Fresno State Barstow Avenue Bikeways	06-6744	09-Dec-15	30-Jun-16	\$650,000	The project will be awarded by the deadline.
City of Wasco	Palm Avenue Elementary School Pedestrian Infrastructure Improvement	06-6750	09-Dec-15	30-Jun-16	\$410,000	The project will be awarded by the deadline.
City of Biggs	Biggs Safe Routes to School	03-1016	21-Jan-16	31-Jul-16	\$760,000	The project will be awarded by the deadline.
Town of Paradise	Pearson Road Safe Routes to School	03-1018	21-Jan-16	31-Jul-16	\$91,000	The project will be awarded by the deadline.
City of Roseville	Downtown Roseville Class I Trails	03-1522	21-Jan-16	31-Jul-16	\$1,236,000	(2) The project will be awarded by the extended deadline.
Yolo County	2014 Safe Routes to School (Non-Infrastructure)	03-1920	21-Jan-16	31-Jul-16	\$539,000	The project will be awarded by the deadline.
Contra Costa County	Port Chicago Highway and Willow Pass Road Bike and Pedestrian Project	04-2122C	21-Jan-16	31-Jul-16	\$800,000	The project will be awarded by the deadline.
City of Pleasant Hill	Contra Costa Boulevard Improvement Project	04-2122D	21-Jan-16	31-Jul-16	\$1,556,000	The project will be awarded by the deadline.
Kern County	Highland Elementary Pedestrian Improvements	06-6747	21-Jan-16	31-Jul-16	\$275,000	The project will be awarded by the deadline.
Kern County	Stiern Middle School Pedestrian Improvements	06-6771	21-Jan-16	31-Jul-16	\$125,000	The project will be awarded by the deadline.
City of Los Angeles	Yale Street Pedestrian Linkages Phase I, College Street and Alpine Street	07-4877	21-Jan-16	31-Jul-16	\$580,000	The project will be awarded by the deadline.
City of San Jacinto	Safe and Active San Jacinto Safe Routes to Schools Project	08-1146	21-Jan-16	31-Jul-16	\$807,000	The project will be awarded by the deadline.
Grand Total					\$9,067,000	

- (1) This extended deadline was approved in January 2016 (Waiver 16-02)
(2) This extended deadline was approved in May 2016 (Waiver 16-18)

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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 MARCH 31, 2016**

SUMMARY:

As of March 31, 2016, about \$274 million, or 31 percent, of the \$895 million allocated by the California Transportation Commission (Commission) for Federal Fiscal Year (FFY) 2016 has been sub-allocated to 351 local projects. The majority of the sub-allocations (approximately \$210 million) are for 225 projects in the following three categories:

- Regional Surface Transportation Program – 63 projects, \$112 million
- Congestion Mitigation & Air Quality Program – 77 projects, \$51 million
- National Highway Performance Program (NHPP) & RSTP Bridge – 85 projects, \$47 million

The remaining \$64 million was sub-allocated for 126 projects in other categories (as referenced with an asterisk on the attachment).

The Highway Safety Improvement Program expenditure category has exceeded its current sub-allocation by more than 10 percent as a result of strong program delivery. If the Commission approves the California Department of Transportation's (Department's) concurrent request to allocate the remaining \$778,769,000 in federal funds for the local assistance lump sum allocation, this expenditure category will no longer exceed 10 percent of its sub-allocation. The concurrent request for the remaining \$778,769,000 in federal funds is under Resolution FM-15-04 on this month's Commission agenda.

BACKGROUND:

The Department's 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 ASSISTANCE LUMP SUM ALLOCATIONS
Period Ending March 31, 2016
(Dollars in Thousands)

Reference No.: 3.3
June 29-30, 2016
Attachment

Fund Description	Commission Allocation			Total Sub-Allocations			Allocation Balance			Percent Sub-Allocated Total	Number of Total
	State	Federal	Total	State	Federal	Total	State	Federal	Total		
Local Administered & Miscellaneous Programs											
Regional Surface Transportation Program (RSTP) ¹		237,454	237,454		112,085	112,085		125,369	125,369	47%	63
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		50,826	50,826		178,928	178,928	22%	77
Freeway Service Patrol	25,479		25,479	25,439		25,439 *	40		40	100%	13
High Priority Projects/Demonstration Projects/Emergency Relief		128,938	128,938		4,662	4,662 *		124,276	124,276	4%	18
Miscellaneous	3,250		3,250	184		184 *	3,066	-	3,066	6%	2
Bridge Programs											
Bridge Inspection	735		735	126		126 *	609	0	609	17%	1
National Highway Performance Program (NHPP) & RSTP Bridge ²		151,626	151,626		46,979	46,979		104,647	104,647	31%	85
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		34,164	34,164		(3,166)	(3,166)	110%	92
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	25,749	248,716	274,465	90,329	530,054	620,383	31%	351

Notes

Allocations for state funds reflect the October 2015 Commission meeting vote, Item 2.5i, 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 \$114 million) while RSTP bridge projects consist of off-system bridge (about \$38 million).

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 3.4
Information

From: SUSAN BRANSEN
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 a list for the local STIP projects programmed in 2016-17 for which an SB 184 letter and allocation request was received.

SB 184 notification letters were received for three projects programmed in FY 2016-17 and identified on Attachment 1. All three notifications are for planning, programming and monitoring (PPM) purposes. The effective date that funds can be expended for these projects in advance of Commission allocation is July 1, 2016.

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 2016-17 Notifications received prior to the beginning of the fiscal year are effective on July 1, 2016. Notifications received after July 1, 2016, 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 2016-17 Local STIP Projects

Includes SB 184 Letters Received Prior to July 1, 2016

	County	Agency	Rte	PPNO	Project	Date Letter is Effective	Meeting Reported	Planned Allocation	FY 16-17	Project Totals by Component			
										R/W	Const	E & P	PS&E
1	Del Norte	Del Norte LTC		1032	Planning, Programming, and Monitoring	01-Jul-16	Jun-16	Aug-16	\$ 44	0	44	0	0
2	San Diego	SANDAG		7402	Planning, Programming, and Monitoring	01-Jul-16	Jun-16	Aug-16	\$ 1,105		1,105		
3	Tuolumne	Tuolumne CTC		452	Planning, Programming, and Monitoring	01-Jul-16	Jun-16	Aug-16	\$ 89		89		
Total (eligible on July 1, 2016, or from Effective Date of Letter, if received later)									\$1,238	0	1,238	0	0

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 3.5
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **FISCAL YEAR 2015–16 THIRD QUARTER PROPOSITION 1A HIGH-SPEED
PASSENGER TRAIN BOND PROGRAM REPORT**

Attached is the California Department of Transportation’s Fiscal Year 2015–16 Third Quarter Proposition 1A High-Speed Passenger Train Bond Program Report.



Fiscal Year 2015–16 3rd Quarter Report High-Speed Passenger Train Bond Program

**Quarterly Report to the
California Transportation
Commission**



High-Speed Passenger Train Bond Program Progress Report

SUMMARY:

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

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

This report covers the third quarter of the State Fiscal Year 2015–16 for Proposition 1A. There are 16 projects that have received allocation from the Commission, with a total value of \$795.850 million in Proposition 1A funds. Located at the end of the report, Tables 1-3 provide a summary of all projects that have received allocation, including the funding phase, expenditures, and overall project status. Currently, 14 projects have received allocation for the Construction (CON) phase, 1 project for both the Preliminary Specification and Estimate (PS&E) phase as well as the CON phase, and 1 project for the Project Approval and Environmental Documentation (PA&ED) phase.

Please note, the “Project Numbers” in this report are only for reference to indicate the number of projects that have received allocation. These “Project Numbers” are subject to change in subsequent reports as projects are added.

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 eligible under the formula program and adopted those projects that met the requirements.

The following is the status of projects under the Intercity Rail Formula Program. See Table 1 (attached) for specific project information.

Project No. 1**Positive Train Control, Moorpark to San Onofre (Pacific Surfliner)**

The implementing agency, Southern California Regional Rail Authority (SCRRA), 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.

Currently, 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. The project is expected to be complete with interoperable testing and certification by June 30, 2016.

Project No. 2**Positive Train Control, San Joaquin Corridor**

The implementing agency, Caltrans, received \$9.8 million for the Construction phase. The project included purchasing, constructing, and installing links between key transmission stations, and multiple control points along BNSF Railway Company right-of-way, including signal bungalows.

All Proposition 1A appropriated funding has been allocated and expended. The project was completed March 1, 2013.

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 projects under the Intercity Rail Competitive Program. See Table 2 (attached) for specific project information.

Project No. 3

Positive Train Control, San Onofre to San Diego

The implementing agency, North County Transit District (NCTD), 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.

NCTD is now federated with Metrolink and BNSF. All aspects of the project are installed and testing is underway. For all 17 vehicles, installation of onboard components was completed in March 2016. Functional field testing is ongoing for interoperable train control messaging, communications, and computer-aided dispatching/back office server segments. Stationary field testing is underway with test vehicles. Most radios have passed testing, 15 of 17, with the remaining two radios scheduled to complete testing in April 2016. All 48 wayside units and all 19 base station radios have completed testing. Pending FRA approval, brake testing is expected to begin mid-June, 2016. The project is expected to be completed and fully operational by December 31, 2018.

Project No. 4

Positive Train Control, LA to Fullerton Triple Track

The implementing agency, Caltrans, 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.

As of December 31, 2015, all Proposition 1A appropriated funding has been allocated and expended for this project; however, this PTC project is only one segment of the LA to Fullerton Triple Track Project, which is still active and in progress. Project completion is expected by December 31, 2016.

Project No. 5

San Joaquin Corridor, Merced to Le Grand Segment 1

The implementing agency, Caltrans, has received \$40.750 million for the Construction phase. The project consists of capital improvements on the Merced to Le Grand 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 under construction and on target with no anticipated changes or delays. Project completion is expected by October 31, 2016.

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 Highways Code. The Commission took the following factors under consideration:

- Priority given to projects that provide direct connectivity to the high-speed train system
- Required matching funds be 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 status of projects under the Urban and Commuter Rail Program. See Table 3 (attached) for specific project information.

Project No. 6

Sacramento Intermodal Facility High-Speed

The implementing agency, Sacramento Regional Transit District (SacRT), received \$1.752 million for the 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.

SacRT's Project Consultant has continued with contracted service for preparation of environmental documents, and has revised, released, and closed the comment period for the administrative draft of the Initial Study/Mitigation Negative Declaration (IS/MND). Approval for the IS/MND is scheduled for mid-June, 2016. Stakeholder outreach continues to help refine the final design concept. It is anticipated that delays in matching funds could create a potential issue for maintaining the schedule long term. Project completion is expected in April 2020.

Project No. 7

Caltrain Advanced Signal System/Positive Train Control

The implementing agency, Peninsula Corridor Joint Powers Board (PCJPB), has received \$105.445 million for both the Design and the Construction phase. The project consists of installing PTC technology along the Caltrain corridor.

The installation of wayside interface units and equipment on rail vehicles has been completed. Dynamic system testing using dedicated test trains continues, along with efforts to work with the Federal Railroad Administration (FRA) on document review, testing, and field inspections. Outreach efforts for the Communication Based Overlay Signal System installation along the right-of-way are on-going as well as efforts to work with tenant railroads on interoperability. The project has been delayed due to software delivery issues, as well as coordination needed with the FRA for system testing. As a result, the PTC is expected to be approved, activated, and in-service across the entire system by October 31, 2016, and the final acceptance date has been extended to May 1, 2017. The PCJPB is still evaluating the

budget impact of the schedule delay and will determine the amount and source of funding as part of the Fiscal Year 2016–17 capital budget development cycle.

Project No. 8

Central Subway

The implementing agency, San Francisco Municipal Transportation Agency, 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; however, the project is still ongoing. Excavation continues at Yerba Buena/Moscone Station, Union Square/Market Street Station, and Chinatown Station. There has been no significant change to project scope, budget, or schedule. Project completion is expected by December 31, 2018.

Project No. 9

Millbrae Station Track Improvement and Car Purchase

The implementing agency, San Francisco Bay Area Rapid Transit District (BART), has received \$140 million for the 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 first pilot vehicle was delivered late March 2016, and the second pilot vehicle is expected to be delivered next quarter. Currently, there is a 10.5 month delay in Pilot Vehicle delivery, and 4.5 months for start of production vehicle delivery. Reasons for delays include: Delay in completion of First Article Configuration Inspections and Subsystem Qualification Testing; heat rise on electrical components of the Auxiliary Power Supply Equipment at the maximum design temperature; draft sill or bolster welding difficulties; and failure of underfloor threaded insert during the fire barrier installation. The contractor, Bombardier, anticipates recovering 4 months during qualification testing of the pilot vehicles. Disadvantaged Business Enterprise development efforts are ongoing. Project completion is expected by September 2026.

Project No. 10

Metrolink Positive Train Control

The implementing agency, the SCRRA, has received \$35 million for the Construction phase. The project consists of installing predictive collision avoidance technology throughout the Metrolink system.

All Proposition 1A appropriated funding has been allocated. The SCRRA has continued to perform software updates and testing to the PTC infrastructure that has been in place and in service since June 2015. SCRRA has coordinated closely with the FRA on substantial revisions to the PTC Safety Plan that was re-submitted to the FRA in late December 2015. Coordination continues with the FRA to secure certification of the PTC Safety Plan, as well as the host railroads on interoperability issues. Close-out of the PTC Vendor/Integrator contract,

and PTC System Certification from the FRA are anticipated late 2016. Project completion is expected mid-2018.

Project No. 11

Regional Connector Transit Corridor

The implementing agency, Los Angeles County Metropolitan Transportation Authority (LACMTA), 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 schedule is reflecting a five-month-delay due to advance utility relocation work transferred to the design-build contract. Metro and Regional Connector Contractors (RCC) are collaborating on a schedule recovery plan which includes significant re-sequencing of work and additional measures to complete the project by the Full Funding Grant Agreement Revenue Service Date of May 29, 2021. Elements of this recovery plan are dependent upon obtaining various street closures for station and guideway construction. Approvals of such closures are being vigorously pursued.

Late submittals and city approvals of traffic control plans and shoring designs, may impact construction progress at 1st/Central, 2nd/Broadway Stations, and Flower Street. Metro is working with RCC, Los Angeles Department of Transportation, and the Bureau of Engineering, to actively expedite submission, quality review, and approvals of required plans. End of construction will be completed by March 2021, and the Revenue Service Date is now June 2021. Project completion is expected in June 2021.

Project No. 12

Metrolink High-Speed Rail Readiness Program

The implementing agency, SCRRA, has received \$68.5 million for the Construction phase. The project consists of acquisition of 20 high-powered Tier 4 locomotives.

The first three prototypes are still experiencing quality and design issues. SCRRA continues to work with the manufacturing company to provide input to help expedite progress. Testing on the first locomotive is in progress awaiting Environmental Protection Agency certification. It is now estimated the delivery of the first locomotive will be in June 2016. Assembly and testing of additional locomotives is progressing. The second locomotive has been assembled and is finishing production testing, while the third locomotive has been assembled and is ready to begin testing. SCRRA is in the process of developing a Change Order Proposal to adjust the project scope to include integration of Automatic Train Stop controls for operation on non-Metrolink lines that don't support PTC. SCRRA is waiting for a cost estimate to confirm there would be no additional cost before moving forward with the scope change request. The estimated project completion date is May 17, 2019.

Project No. 13**Stockton Passenger Track Extension**

The implementing agency, San Joaquin Regional Rail Commission (SJRRRC), initially received \$10.974 million for the Construction phase. The project consists of constructing a 2.57 mile extension of dedicated passenger rail track north of downtown Stockton, interlocking between the UPRR and the BNSF Railway.

The Commission approved a de-allocation of \$10.579 million at the October 2014 meeting, due to delays in anticipated federal funds. 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 project plans, SJRRRC requested and received approval for a twelve-month time extension from the Commission during the March 2016 meeting, extending the time to award a third party construction contract to February 2017. 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. SJRRRC continues to work with UPRR to propose track geometries that provide for safe railroad operations within the existing right-of-way. The additional \$5.26 million that remains de-allocated, yet still programmed to this project, will be requested at a later date. Project completion is expected by September 2017.

Project No. 14**Blue Line Light Rail Improvements**

The implementing agency, San Diego Association of Governments, has received \$57.855 million for the 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 final invoice will be submitted soon. All twelve 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 a switch and rail along the northbound tracks between the 8th Street and 24th Street stations. The expected project closeout is being extended to December 31, 2016, due to a delay in awarding contract for construction.

Project No. 15**Positive Train Control**

The implementing agency, North County Transit District (NCTD), has received \$17.833 million for the Construction phase. The project consists of implementing all aspects of PTC technology along the Coaster Corridor between San Onofre and San Diego.

NCTD is now federated with both Metrolink and BNSF. All Proposition 1A Urban Commuter appropriated funding has been allocated, all aspects of the project are installed, and testing is underway. Installations are complete for all 17 vehicles with installation of onboard components completed as of March 2016. Functional field testing is ongoing for

interoperable train control messaging, communications, and computer-aided dispatching/back office server segments. Stationary field testing is underway with test vehicles. Most radios have passed testing, 15 of 17, with the remaining two scheduled to complete testing in April 2016. All 48 wayside units, and all 19 base station radios have completed testing. Pending FRA approval, brake testing is expected to begin mid-June, 2016. The project is expected to be completed and fully operational by December 31, 2018.

Project No. 16

Maintenance Shop and Yard Improvements

The implementing agency, San Francisco BART, has received \$78.639 million for the Construction phase. This project will provide expanded capacity for maintenance and warehouse activities for the future BART fleet. 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 track work, retaining walls, and soundwalls, that will serve to connect the Hayward Maintenance Complex to the existing mainline BART tracks.

Contract Nos. 01RQ-130 and 01RQ-140 have been granted final acceptance. The Construction of a new Component Repair Shop, and the installation of seven new Lifts in Main Shop received notice-to-proceed effective October 21, 2015. Foundation construction is in progress for the New Component Repair Shop. Field construction work continues, including installation and relocation of underground utilities, and construction of the soundwall. Instead of retrofitting the Central Warehouse and the M&E facility, both buildings will be demolished and rebuilt. For the Component Repair Shop and the Vehicle Overhaul and Heavy Repair Shop, an available 34.5 kV system will be used to provide superior back-up power instead of designing a new back-up generator. Preliminary design is in progress for the Vehicle Overhaul and Heavy Repair Shop, and final design work is in progress for the new Yard Turntable relocation. Next quarter, Contract Nos. 01RQ-130 and 01RQ-140 are expected to be released from retention and closed out. Project completion is expected by May 2020.

LETTERS OF NO PREJUDICE:

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

BACKGROUND:

On November 4, 2008, the voters approved Proposition 1A 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.

ATTACHMENTS:

1. Table 1-Intercity Rail Formula Program
2. Table 2-Intercity Rail Competitive Program
3. Table 3-Urban and Commuter Rail Program

This report includes several attachments that provide detailed information on project status. Please note that the “Project Numbers” in these lists are for clarification 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. Currently, there are 16 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	Project Completion
1	Various	SCRRA	Positive Train Control, Moorpark to San Onofre (Pacific Surfliner)	-	-	-	Dec-15	CON	68%	\$46,550	\$46,550	\$31,517	Jan-11	Oct-10	▲	▲	◆	Jun-16
2	SJ	Caltrans	Positive Train Control, San Joaquin Corridor	-	-	-	Jan-13	CON	100%	\$9,800	\$9,800	\$9,800	Oct-11	June-12	▲	▲	▲	Mar-13
TOTAL:									73%	\$56,350	\$56,350	\$41,317						

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	Project Completion
3	SD	NCTD	Positive Train Control, San Onofre to San Diego	-	-	-	Dec-15	CON	75%	\$24,010	\$24,010	\$18,122	Jan-11	Aug-11	▲	◆	◆	Dec-18
4	LA	Caltrans	Positive Train Control, LA to Fullerton Triple Track	-	-	-	Dec-15	CON	100%	\$2,940	\$2,940	\$2,940	Nov-11	Dec-11	▲	▲	▲	Dec-16
5	SJ	Caltrans	San Joaquin Corridor, Merced to Le Grand Segment 1	-	-	-	Oct-16	CON	46%	\$40,750	\$40,750	\$18,669	May-13	Nov-13	▲	▲	▲	Oct-16
TOTAL:									59%	\$67,700	\$67,700	\$39,731						

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 of PA&ED	End of PS&E	End of R/W	End of CON	Funding Phase	% of Allocation Expended	Programmed Amount (millions)	Funding Allocated (millions)	Prop 1A Expenditures (millions)	Allocation Date	Contract Award Date	Scope	Budget	Schedule	Project Completion
6	SAC	SacRT	Sacramento Intermodal Facility High-Speed	June -16	-	-	-	PA&ED	22%	\$25,223	\$1,752	\$393	Oct-13	N/A	▲	▲	▲	Apr-20
7	Various	PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)	-	Dec -16	-	Aug-16	PS&E/CON	50%	\$105,445	\$105,445	\$52,828	May-13	Aug-13	▲	▲	◆	May-17
8	SF	SFMTA	Central Subway	-	-	-	Oct-15	CON	100%	\$61,308	\$61,308	\$61,308	Sept-12	Oct-12	▲	▲	▲	May-19
9	SF	BART	Millbrae Station Track Improvements and Car Purchase	-	-	-	Jan-17	CON	51%	\$140,000	\$140,000	\$71,620	Oct-13	Jan-14	▲	▲	◆	Sept-26
10	Various	SCRRA	Metrolink Positive Train Control	-	-	-	June-18	CON	70%	\$35,000	\$35,000	\$24,546	Aug-11	Oct-10	▲	▲	◆	Mid 2018
11	LA	LACMTA	Regional Connector Transit Corridor	-	-	-	May-17	CON	90%	\$114,874	\$114,874	\$103,387	May-13	May-14	▲	▲	◆	June-21
12	Various	SCRRA	Metrolink High-Speed Rail Readiness Program	-	-	-	May-17	CON	18%	\$88,707	\$68,500	\$12,052	Jan-14	May-14	▲	▲	◆	May-19
13	SJ	SJRRRC	Stockton Passenger Track Extension	-	-	-	Feb-17	CON	7%	\$10,974	\$5,714	\$395	Aug-15	Pending	▲	▲	◆	Sep-17
14	SD	SANDAG	Blue Line Light Rail Improvements	-	-	-	May-16	CON	99.87%	\$57,855	\$57,855	\$57,780	Aug-12	May-13	▲	▲	◆	Dec-16
15	SD	NCTD	Positive Train Control	-	-	-	Dec-15	CON	50%	\$17,833	\$17,833	\$8,858	Jan-11	Aug-11	▲	▲	◆	Dec-18
16	ALA	BART	Maintenance Shop & Yard Improvements	-	-	-	Jul-18	CON	2%	\$78,639	\$78,639	\$1,644	Oct-14	July-15	▲	▲	▲	May-20
TOTAL:									56%	\$735,858	\$686,920	\$394,811						

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

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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 - THIRD QUARTER FINANCE REPORT

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

Attachment



Department of Transportation Quarterly Finance Report

Third 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.

California Department of Transportation			
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

Third Quarter 2015-16

EXECUTIVE SUMMARY

2015-16 Capital Allocations vs. Capacity Summary through March 31, 2016 (\$ in millions)								
	SHOPP ¹	STIP ¹	TCRP	AERO	ATP	TIRCP	BONDS	TOTAL
Total Allocation Capacity	\$1,849	\$449	\$82	\$2	\$147	\$265	\$302	\$3,096
Total Votes	936	281	39	2	49	140	96	1,543
Authorized Changes ²	-131	-55	0	0	0	0	0	-186
Total Remaining Capacity	\$1,044	\$224	\$43	\$0	\$98	\$125	\$206	\$1,740

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

¹Proposition 1B Bond included in totals: \$149 million total capacity (\$77 million SHOPP; \$72 million STIP).

²Authorized changes include project increases and decreases pursuant to the Commission's G-12 process and project rescissions.

The California Transportation Commission (Commission) has allocated \$1.5 billion toward 441 projects through the third quarter of fiscal year 2015-16. Adjustments totaled negative \$186 million leaving \$1.7 billion (56 percent) in remaining allocation capacity.

The State Highway Account (SHA) ended the third quarter with a higher than projected cash balance. The variance is primarily due to higher than forecasted revenues due to current economic factors, which have contributed to increased fuel consumption. The Public Transportation Account (PTA) ended the third quarter within acceptable range of forecast. The Traffic Congestion Relief Fund (TCRF), the Transportation Investment Fund (TIF), and the Transportation Deferred Investment Fund (TDIF) each ended the third quarter with slightly higher than forecasted balances due to lower than projected expenditures.

In January 2016, Budget Revision 10 (BR-10) was approved, which increased Proposition 1B Bond Grade Separations allocation capacity by \$18 million. The increased capacity will be used to cover existing allocation commitments which occurred in the second quarter. In March 2016, the State Treasurer's Office (STO) conducted a general obligation bond sale which yielded \$497 million in proceeds for use on California Department of Transportation's (Department) Proposition 1B projects and \$3 million for administration costs. 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.

State Budget Outlook

On February 23, 2016, the California Board of Equalization (BOE) voted to adopt a new price-based excise tax rate of 9.8 cents per gallon for 2016-17. The amount is a 2.2 cent reduction from the 2015-16 rate of 12 cents per gallon, and an 8.2 cent reduction from the 2014-15 rate of 18 cents per gallon. This translates to approximately \$325 million less estimated revenues than 2015-16 and \$1.2 billion less than 2014-15 revenues. The reduced excise tax rate resulted in lower allocation capacity in the State Transportation Improvement Program (STIP) and also affects local streets and roads. The Commission approved a revised revenue assumption and an amended 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. In February 2016, the BOE also voted to increase the diesel fuel excise tax rate by three cents to 16 cents per gallon in 2016-17. These modifications will be incorporated into the 2016-17 SHA Cash Forecast.

In an effort to address funding shortfalls, Governor Brown included a transportation funding and reform package in his 2016-17 Budget as a means to address funding shortfalls. 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 package must be enacted by the Legislature in order to take effect.

The Governor's transportation funding reform plan also proposed the accelerated repayment of \$879 million in Tribal Gaming loans owed to various funds over four years, commencing in 2016-17. Assembly Bill (AB) 133, approved on March 1, 2016, is the first step in the Governor's plan to accelerate repayment of \$879 million owed in Tribal Gaming loans. The Department will continue to monitor progress of repayments. See Appendix D for additional information regarding Tribal Gaming loans.

In addition to the Governor's proposed transportation funding reform plan, the Legislature is working on addressing the transportation funding shortfall. Various proposals that may increase revenues for short and long-term use are being discussed. Additional information regarding these proposals will be provided as it becomes available.

STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

State Highway Operation and Protection Program (\$ in millions)					
Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$300	\$314	-\$3	\$311	-\$11
FTF	1,472	622	-128	494	978
Proposition 1B	77	0	0	0	77
Total	\$1,849	\$936	-\$131	\$805	\$1,044

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

Capital Allocations vs. Capacity

The Commission allocated \$805 million toward 226 SHOPP projects through the third quarter. Adjustments totaled negative \$131 million, leaving \$1 billion (approximately 56 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

SHA. Net allocations totaling \$311 million were committed toward SHA SHOPP projects through the third quarter, leaving no remaining allocation capacity. The Department will utilize remaining federal resources to allocate fourth quarter SHA SHOPP projects. Effective July 1, 2016, the BOE has approved to decrease the price-based excise tax from 12 cents to 9.8 cents per gallon. As a result, the Department anticipates a decrease of approximately \$40 million in revenue for the SHOPP in 2016-17. The reduced rate is not anticipated to materially affect SHOPP capacity because price-based excise tax revenue represents only a small portion of SHOPP funding.

Federal Trust Fund (FTF). Net allocations totaling \$494 million were committed toward federally eligible SHOPP projects through the third quarter. The majority of remaining SHOPP capacity is federal, which is anticipated to be allocated during the fourth quarter.

Proposition 1B. No SHOPP Proposition 1B projects were allocated during the third quarter. In addition, project costs savings are anticipated to occur during the fourth quarter and no projects are anticipated to be voted during 2015-16. Savings will be carried forward into 2016-17.

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	-\$5	\$68	\$32
FTF	168	111	-51	60	108
PTA	69	8	0	8	61
TDIF	40	17	0	17	23
Prop 1B STIP	72	72	0	72	0
Total	\$449	\$281	-\$55	\$225	\$224

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

Capital Allocations vs. Capacity

The Commission allocated \$281 million toward 85 STIP projects through the third quarter. Adjustments totaled negative \$55 million, leaving \$224 million (approximately 50 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

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

FTF. Net allocations totaling \$60 million were committed toward federally eligible STIP projects through the third quarter. The remaining allocation capacity is anticipated to be utilized in the fourth quarter.

PTA. Net allocations totaling \$8 million were committed toward PTA STIP projects through the third quarter.

TDIF. A total of \$17 million was allocated toward TDIF STIP projects through the third quarter. The remaining allocation capacity is anticipated to be utilized in the fourth quarter.

Proposition 1B. Net allocations totaling \$72 million were committed toward STIP Proposition 1B projects through the third quarter, leaving no remaining allocation capacity.

Recommendations

The Department will continue to work with the Commission, the Administration, and the Legislature 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 six TCRP projects through the third 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 reform package, and several independent pieces of proposed legislation, call for an accelerated Tribal Gaming loan repayment schedule. If adopted, the repayments would provide sufficient resources for currently programmed TCRP projects, but not for 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	\$0.5
Total	\$2.6	\$2.1	\$0	\$2.1	\$0.5

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

Capital Allocations vs. Capacity

The Commission allocated approximately \$2.1 million toward seven AERO Program projects through the third quarter, leaving \$500,000 (approximately 19 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

Through the third 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 2016 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 FE period. As of March 31, 2016, the \$1.3 million transfer has not occurred. If, and when, approved by the Department of Finance (DOF), 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	\$23	\$0	\$23	\$22
FTF	102	26	0	26	76
Total	\$147	\$49	\$0	\$49	\$98

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

Capital Allocations vs. Capacity

The Commission allocated \$49 million toward 78 projects through the third quarter, leaving \$98 million (approximately 67 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	\$140	\$0	\$140	\$125
Total	\$265	\$140	\$0	\$140	\$125

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

Capital Allocations vs. Capacity

The Commission allocated \$140 million toward nine TIRCP projects through the third quarter, leaving \$125 million (approximately 47 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	31	23
Intercity Rail	52	31	21
Local Bridge Seismic	15	10	5
Grade Separations*	18	18	0
Traffic Light Synch.	7	0	7
Route 99	14	0	14
Total	\$302	\$96	\$206

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

*A Budget Revision to increase allocation capacity occurred in the third quarter.

Capital Allocations vs. Capacity

The Commission allocated \$96 million toward 30 Bond projects through the third quarter, leaving \$206 million (approximately 68 percent) in remaining allocation capacity.

Outlook for Funding & Allocations

Bond Funding. In January 2016, the Department received \$120 million from Commercial Paper (CP) issued by the STO. In March 2016, the STO conducted a general obligation refunding bond sale of which \$322.5 million was used to retire CP that had been issued to the Department. To date, the Department has been issued approximately \$2 billion in CP, of which \$1.7 billion has been refunded. Remaining CP authority for Proposition 1B is \$556 million and \$50 million for Proposition 1A. Also, in March 2016, the STO conducted a general obligation refunding bond sale of which \$300 million was used, for the first time ever, to retire two previously-issued series of Proposition 1B general obligation bonds. The STO also refunded three 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.

In March 2016, the STO conducted another general obligation bond sale which yielded \$497 million for use on Proposition 1B projects and \$3 million for administration costs. To date, the Department and the Commission have received a total of \$10.4 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 March 2016, \$129 million of Proposition 1B authority is available for allocation in 2015-16, plus an additional estimated authority of \$153 million in future years. These amounts represent 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.

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 March 31, 2016**
- 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	160	309
Total Capacity	\$1,849	\$449	\$82	\$2	\$147	\$265	\$302	\$3,096

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. The bond capacities are also dependent on the sale of sufficient bonds for funding.
 - Increases to Transportation Facilities Account (TFA) and CMIA allocation capacities are a result of project close-out and administrative savings.

APPENDIX B – AUTHORIZED CHANGES

2015-16 Authorized Changes Summary through February 29, 2016 (\$ in millions)				
Program	# of Adjustments			Net Change ³
	Increases	Decreases	Total ³	
SHOPP ¹	102	190	292	-\$131
STIP ²	4	13	17	-61
TOTAL	106	203	309	-\$192

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

¹Includes SHOPP and Proposition 1B Bond G-12 (SHOPP Augmentation) adjustments

²Includes STIP and Proposition 1B Bond G-12 (TFA) adjustments

³May include net zero adjustments

Summary of Authorized Changes

The Department has processed a total of 309 allocation adjustments through February 29, 2016, resulting in a \$192 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

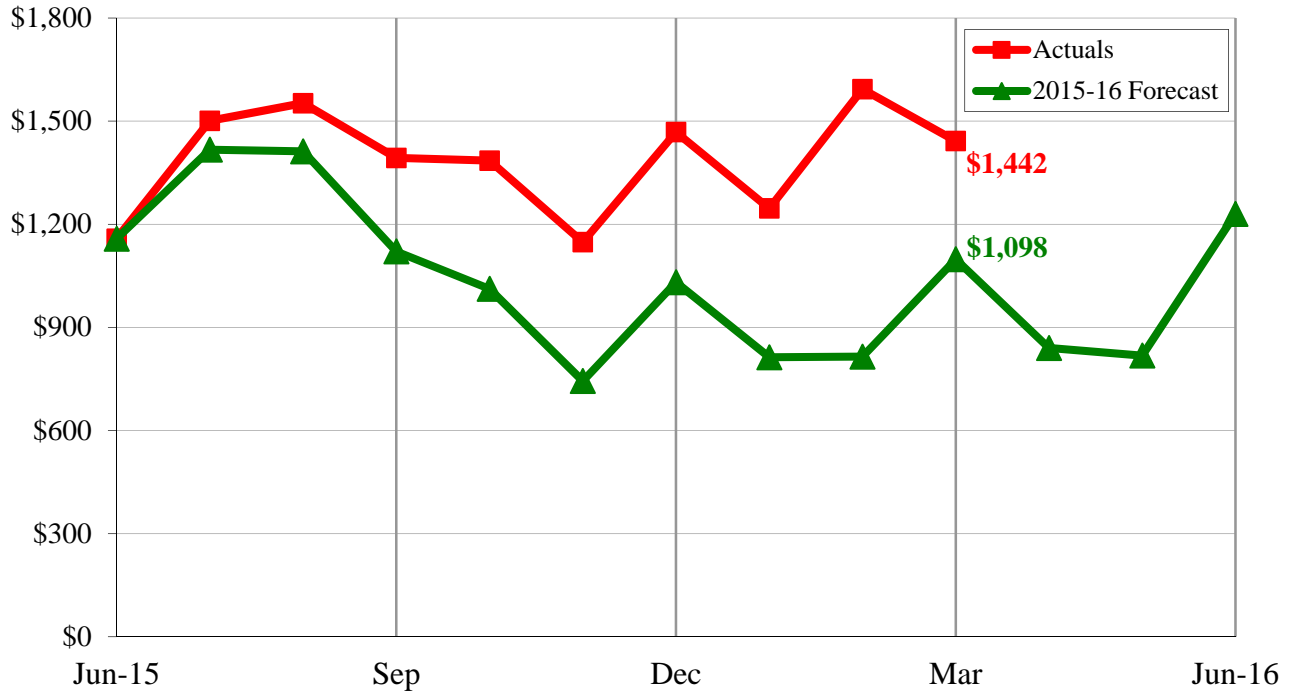
- No revenues will be received and no obligations will be made by the TIF.
- As authorized by the 2015-16 Budget, the TIF will be closing in 2015-16 and all remaining assets and liabilities will be transferred to the SHA.

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

**State Highway Account (SHA)
12-Month Cash Forecast
(\$ in millions)**



Year-to-Date SHA Summary

The SHA ending cash balance through the third quarter was approximately \$1.4 billion, \$344 million (31 percent) above the forecasted amount of \$1.1 billion. The variance is primarily due to continued higher than forecasted revenues. Revenues were higher than originally anticipated due to current economic factors, which contributed to increased fuel consumption. Revenues totaled \$3.4 billion, \$210 million (7 percent) above forecast. Transfers out of the SHA totaled \$864 million, \$22 million (3 percent) above forecast. Expenditures totaled \$2.4 billion, \$13 million (1 percent) below forecast. Adjustments, which represent timing differences between the Department’s accounting system and the SCO’s accounting system, totaled a positive \$143 million.

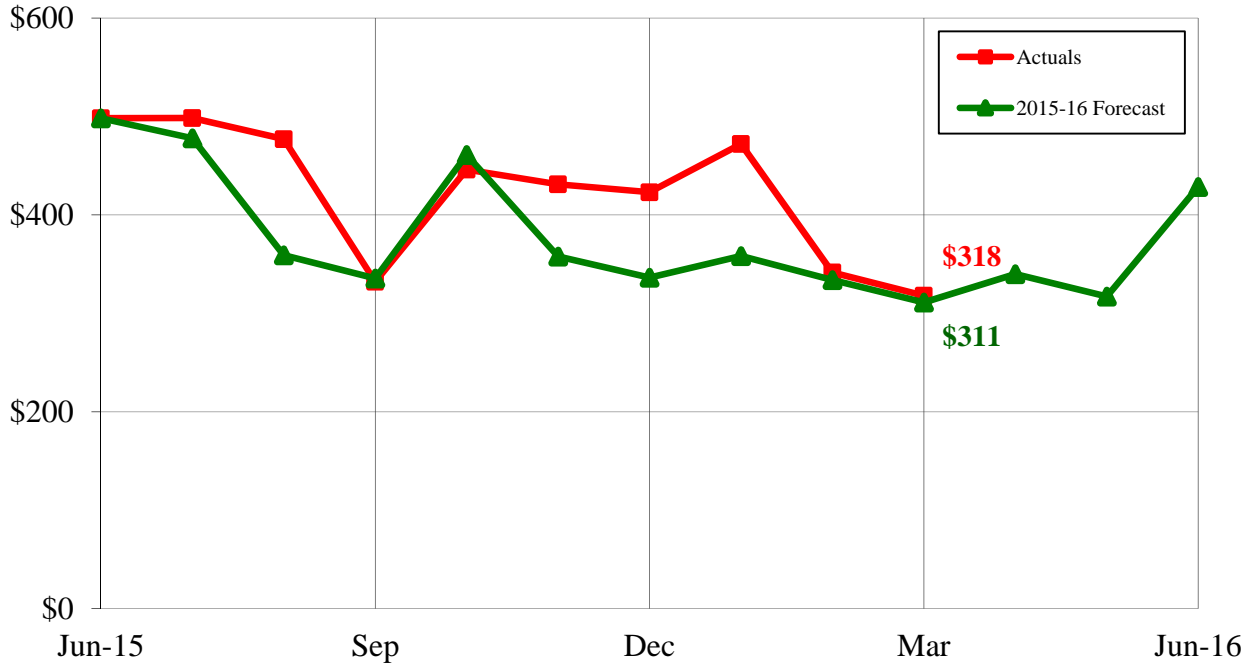
Year-to-Date Reconciliation

	(\$ in millions)			
	Forecast	Actual	Difference	%
Beginning Cash Balance	\$1,158	\$1,158	N/A	
Revenues	3,206	3,417	210	
Transfers	-842	-864	-22	
Expenditures	-2,424	-2,411	13	
Adjustments	0	143	143	
Ending Cash Balance	\$1,098	\$1,442	\$344	31%

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

APPENDIX C – CASH FORECASTS – PUBLIC TRANSPORTATION ACCOUNT

**Public Transportation Account (PTA)
12-Month Cash Forecast
(\$ in millions)**



Year-to-Date PTA Summary

The PTA ending cash balance through the third quarter was \$318 million, which was within acceptable range of forecast. Revenues totaled \$232 million (17 percent) lower than the forecasted amount of \$280 million due to lower than forecasted diesel revenue. Transfers, which were above forecast, totaled \$13 million. The variance can be attributed to lower than anticipated State Transit Assistance transfers, and delays in HSRA loans. It should be noted that HSRA loans are no longer expected to occur in 2015-16, and it is unknown whether loans are needed in the future. Expenditures totaled \$251 million, \$22 million (8 percent) lower than anticipated in the forecast. Adjustments, which represent timing differences between the Department’s accounting system and the SCO’s accounting system, totaled a negative \$174 million.

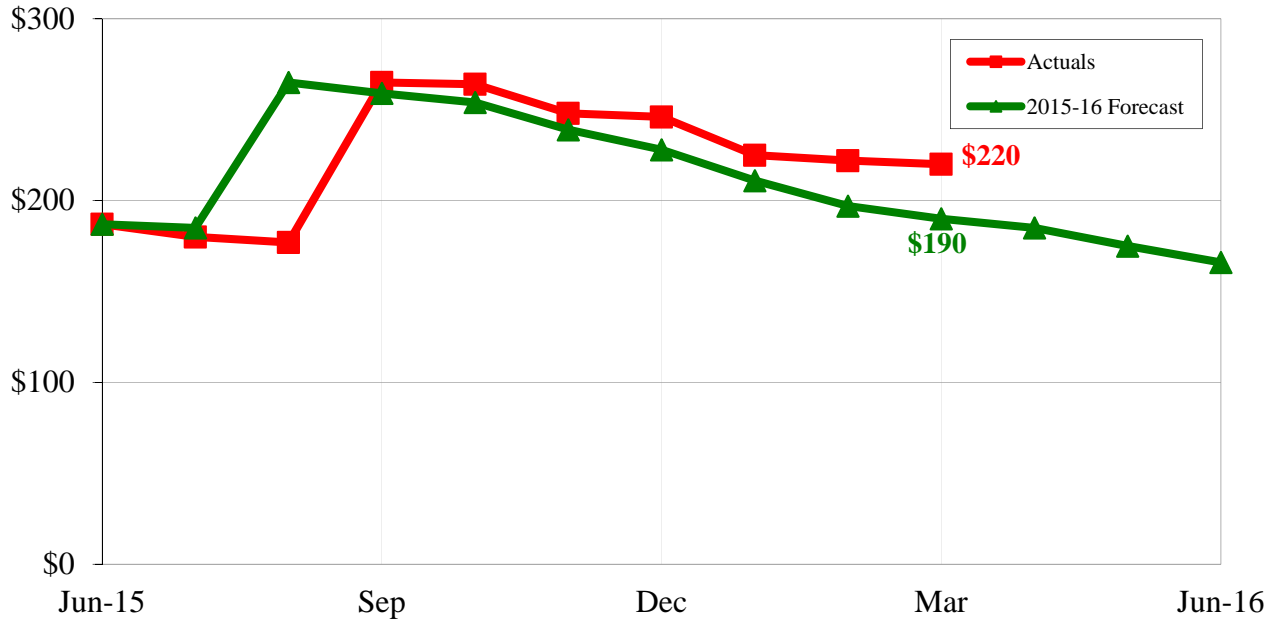
Year-to-Date Reconciliation

	(\$ in millions)			
	Forecast	Actual	Difference	%
Beginning Cash Balance	\$498	\$498	N/A	
Revenues	280	232	-48	
Transfers	-7	13	20	
Expenditures	-273	-251	22	
Adjustments	-187	-174	13	
Ending Cash Balance	\$311	\$318	\$7	2%

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

APPENDIX C – CASH FORECASTS – TRAFFIC CONGESTION RELIEF FUND

**Traffic Congestion Relief Fund (TCRF)
12-Month Cash Forecast
(\$ in millions)**



Year-to-Date TCRF Summary

The TCRF ending cash balance through the third quarter was \$220 million, \$30 million (16 percent) above the forecasted amount of \$190 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 \$51 million, \$29 million (36 percent) below forecast. Adjustments, which represent timing differences between the Department’s accounting system and the SCO’s accounting system, totaled \$1 million.

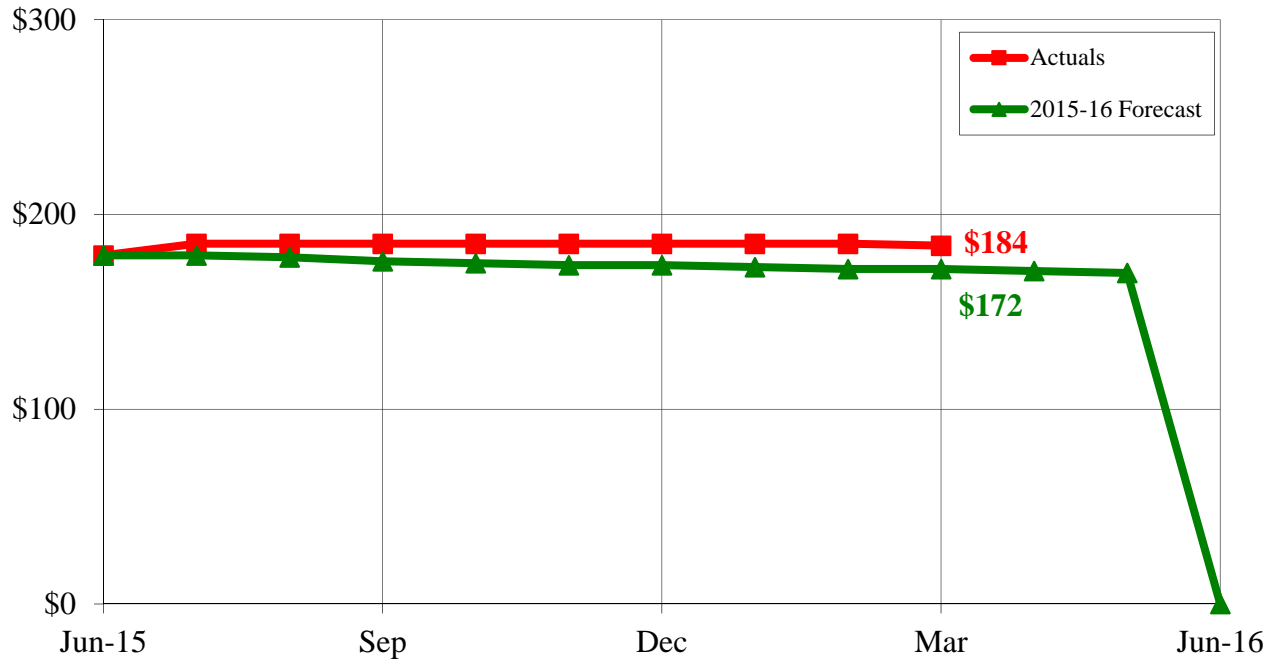
Year-to-Date Reconciliation

	(\$ in millions)			
	Forecast	Actual	Difference	%
Beginning Cash Balance	\$187	\$187	N/A	
Revenues	0	0	0	
Transfers	84	83	-1	
Expenditures	-81	-51	29	
Adjustments		1	1	
Ending Cash Balance	\$190	\$220	\$30	16%

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

APPENDIX C – CASH FORECASTS – TRANSPORTATION INVESTMENT FUND

**Transportation Investment Fund (TIF)
12-Month Cash Forecast
(\$ in millions)**



Year-to-Date TIF Summary

The TIF ending cash balance through the third quarter was \$184 million, \$12 million (7 percent) above forecast. The variance is primarily due to lower than forecasted expenditures. No revenues, or transfers, occurred through the third quarter. Expenditures totaled \$1 million, \$6 million (92 percent) below forecast. 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.

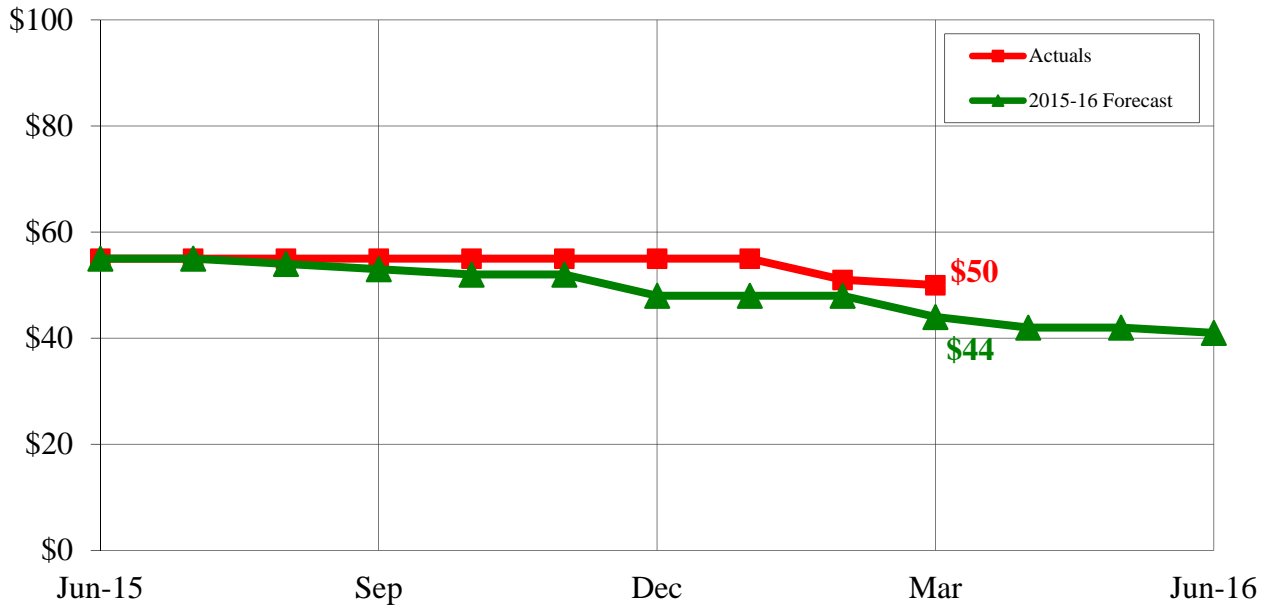
Year-to-Date Reconciliation

(\$ in millions)				
	Forecast	Actual	Difference	%
Beginning Cash Balance	\$179	\$179	N/A	
Revenues	0	0	0	
Transfers	0	0	0	
Expenditures	-7	-1	7	
Adjustments		6	6	
Ending Cash Balance	\$172	\$184	\$12	7%

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

APPENDIX C – CASH FORECASTS – TRANSPORTATION DEFERRED INVESTMENT FUND

**Transportation Deferred Investment Fund (TDIF)
12-Month Cash Forecast
(\$ in millions)**



Year-to-Date TDIF Summary

The TDIF ending cash balance through the third quarter was \$50 million, \$7 million (15 percent) above forecast. The variance is primarily due to lower than forecasted expenditures. Revenues totaled \$83 million and transfers totaled negative \$83 million, which represents the final suspended Proposition 42 loan repayment to the TCRF. Expenditures totaled \$5 million, \$7 million (59 percent) below forecast. 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	-11	-5	7	
Adjustments		0	0	
Ending Cash Balance	\$44	\$50	\$7	15%

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

APPENDIX D – TRANSPORTATION LOANS

Status of Outstanding Transportation Loans, as of March 31, 2016 (\$ 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:	\$1,509	\$0	\$1,509
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	\$2,456

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

¹Loan repayments will be directed to the TDSF for debt service payments.

²Repayment is expected in 2020-21.

³Repayment is expected in 2016-17.

⁴Repayment 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.

⁵Repayments 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, 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).

AB 133, approved by the Governor on March 1, 2016, appropriates \$173 million from the GF's Budget Stabilization Account to provide for partial repayment of the Tribal Gaming Loans. The repayments are expected to occur no later than January 1, 2017 and will be allocated as follows: \$148 million to the TCRF; \$11 million for trade corridor improvements (from loans owed to the TCRF); \$9 to the TIRCP (from loans owed to the PTA); and \$5 million to the SHA for the SHOPP. Because there is no specific language in AB 133 that stops the diversion to the TDSF, under existing law, the \$5 million repayment to the SHA would be classified as revenue derived from weight fees and thus transferred to the TDSF for debt service payments. The Department will continue to monitor whether new legislation will be proposed to address the diversion.

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 determined no additional amounts were 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. Based on the way current legislation is written, repayment of these loans will be subsequently transferred to the TDSF.

General Fund Loans

The 2008-09 Budget Act authorized \$227 million in loans to the GF from the SHA, the Bicycle Transportation Account (BTA), the Local Airport Loan Account (LALA), the Motor Vehicle Fuel Account (MVFA), the Historic Property Maintenance Fund (HPMF), and the Pedestrian Safety Account (PSA). The only loans that remain 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 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. 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
PTA 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.

¹Per 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.

²The \$265 million is proposed to be used for TIRCP projects.

³The TCEA is a new fund included in the Governor's proposal. The \$334 million was originally owed to the TCRF.

⁴The \$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 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 anticipated for use on PTA projects; \$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.

AB 133, approved by the Governor on March 1, 2016, is the first step in the Governor's plan to accelerate repayment of \$879 million owed in Tribal Gaming loans. Details are provided in the "Pre-Proposition 42 Loans" section of Appendix D.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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 THIRD QUARTER INTERCITY PASSENGER RAIL OPERATIONS REPORT**

SUMMARY:

As requested by the California Transportation Commission (Commission), this is the Rail Operations Report for the third quarter of State Fiscal Year (FY) 2015–16, January through March 2016, for the three intercity passenger rail routes funded by the State. This report compares ridership, on-time performance, and financial results reported in the third 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 following Joint Power Authorities (JPAs):

- 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
- Administration of the Capitol Corridor connecting San Jose, Oakland, and Sacramento-Auburn was previously transferred to the Capitol Corridor Joint Powers Authority (CCJPA) in 1998

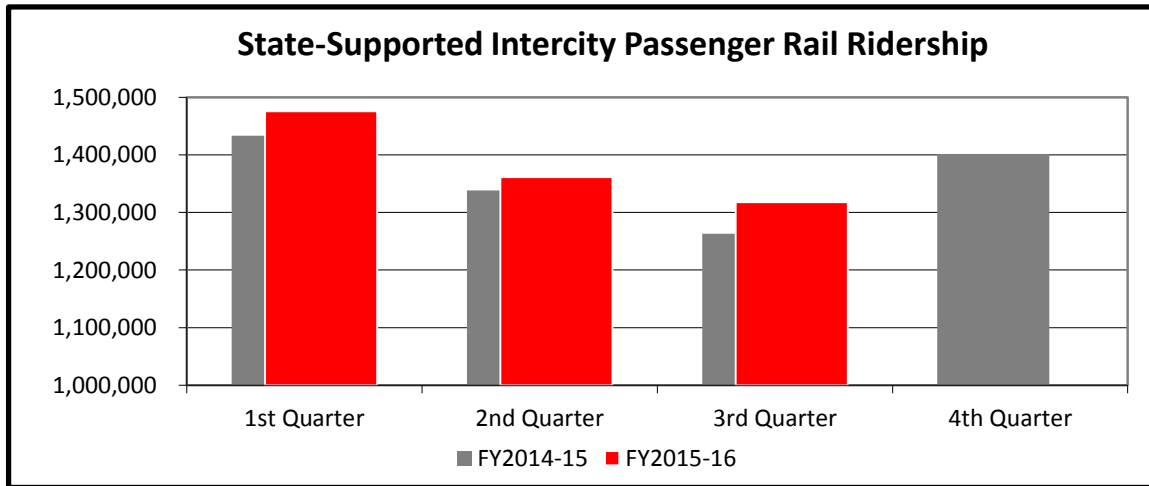
These routes are the second, fifth, and third busiest routes in the national intercity passenger rail system, respectively.

The Department provides State funding for Amtrak operations cost for state supported intercity passenger rail service and equipment capital costs of the three routes, and now acts in an oversight role to ensure statewide integration and oversee performance of the three services. In addition, the Department owns the majority of equipment utilized on two of the three routes.

COMBINED STATEWIDE RESULTS:

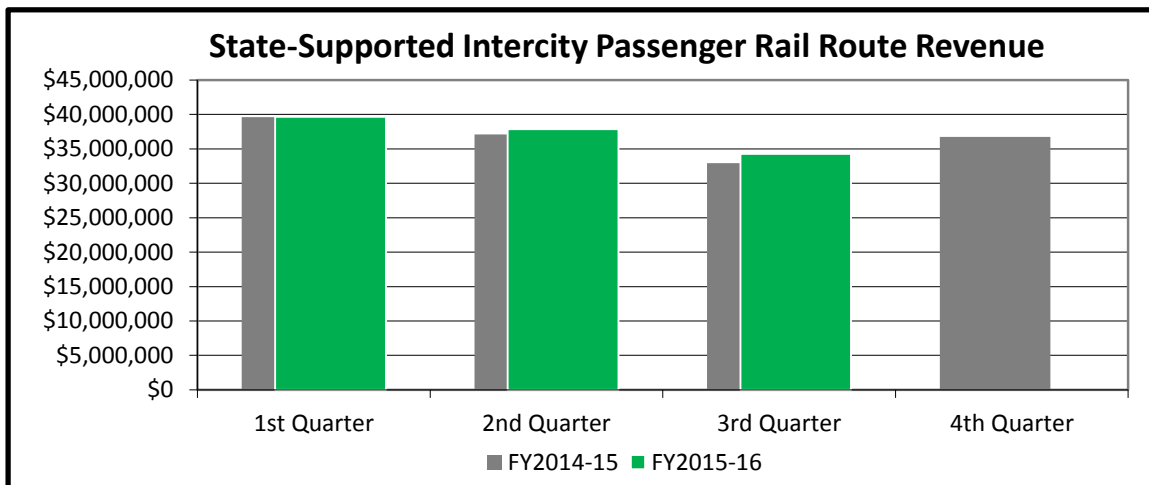
RIDERSHIP

Total combined ridership on the three routes for the third quarter of FY 2015–16 was 1,318,097, an increase of 4.4 percent when compared to 1,263,031 reported in the corresponding quarter of FY 2014–15.



REVENUE and EXPENSES

Total combined revenue for the three routes for the third quarter of FY 2015–16 was \$34,279,828, an increase of 4.1 percent when compared to \$32,917,957 reported in the corresponding quarter of FY 2014–15. Third quarter expenses for FY 2015–16 were \$59,638,994, an increase of 5.3 percent compared to \$56,618,541 reported in the corresponding quarter for FY 2014–15, resulting in a farebox ratio decrease of 0.6 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 third quarter of FY 2015–16 compared to the corresponding quarter of FY 2014–15:

State-Supported Intercity Passenger Rail - 3rd Quarter 2015-16				
All Routes				
	ACTUAL RESULTS			
	3rd Qtr 2015-16	3rd Qtr 2014-15	Difference	Percent Change
Ridership	1,318,097	1,263,031	55,066	4.4%
Revenue	\$ 34,279,828	\$ 32,917,957	\$ 1,361,871	4.1%
Expense	\$ 59,638,994	\$ 56,618,541	\$ 3,020,453	5.3%
Farebox Ratio	57.5%	58.1%	-0.6 PP	
End Point On-Time Performance	86.4%	84.9%	1.5 PP	

PP - Percentage Points

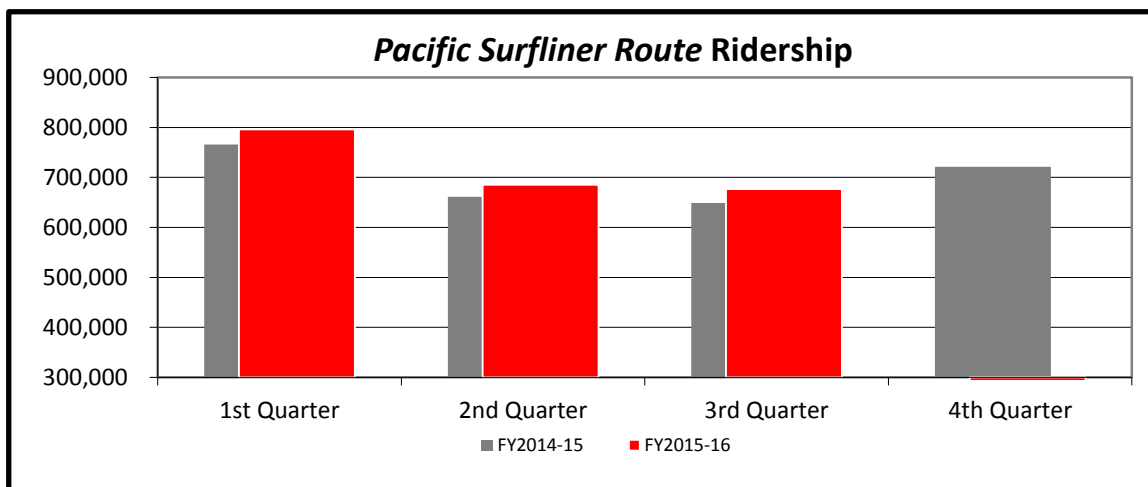
Route-specific graphs and tables are contained in the following sections.

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.

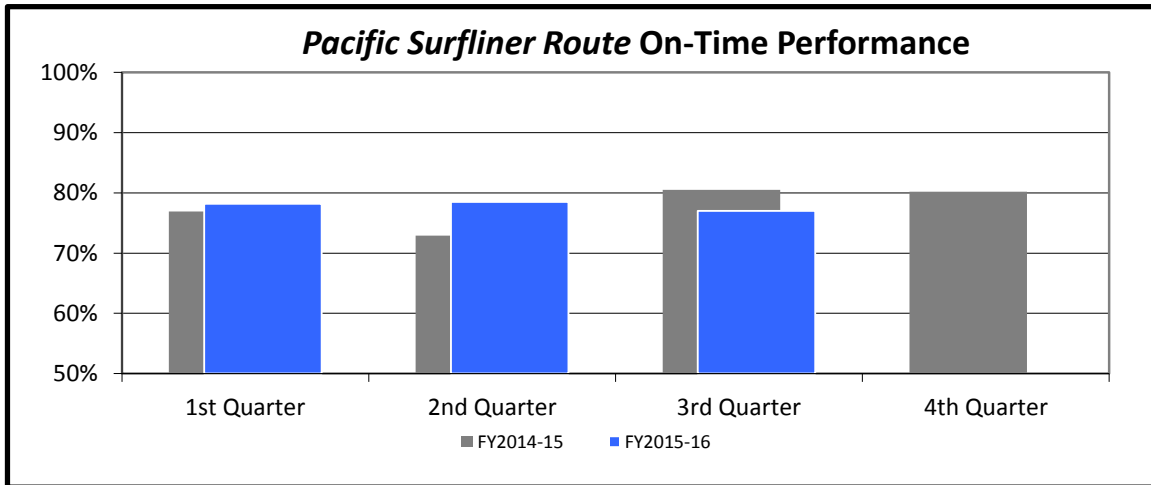
RIDERSHIP

Ridership on the Pacific Surfliner Route for the third quarter of FY 2015–16 was 676,617, an increase of 4.3 percent when compared to 648,809 reported in the corresponding quarter of FY 2014–15.



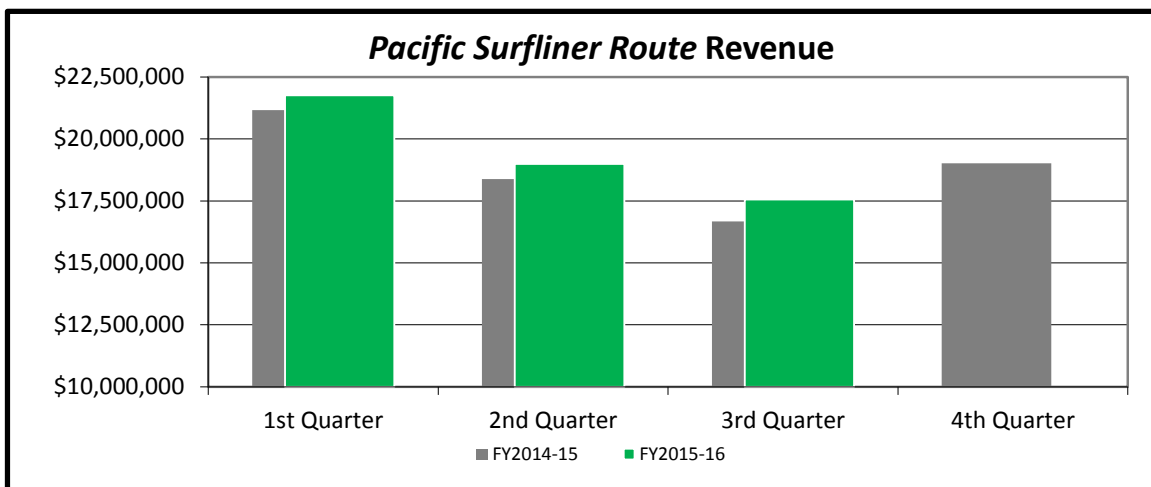
ON-TIME PERFORMANCE

The On-Time Performance (OTP) for the Pacific Surfliner Route for the third quarter of FY 2015–16 was 77.0 percent, a decrease of 3.5 in percentage points when compared to 80.5 percent reported in the corresponding quarter of FY 2014–15.



REVENUE and FAREBOX RATIO

Revenue for the Pacific Surfliner Route for the third quarter of FY 2015–16 was \$17,558,747, an increase of 5.3 percent when compared to \$16,673,596 reported in the corresponding quarter of FY 2014–15. Expenses for the third quarter of FY 2015–16 were \$26,341,253, an increase of 13.4 percent compared to \$23,234,867 reported in the corresponding quarter of FY 2014–15, resulting in a farebox ratio decrease of 5.1 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 third quarter of FY 2015–16 compared to the corresponding quarter of FY 2014–15:

State-Supported Intercity Passenger Rail - 3rd Quarter 2015-16				
Pacific Surfliner Route				
	ACTUAL RESULTS			
	3rd Qtr 2015-16	3rd Qtr 2014-15	Difference	Percent Change
Ridership	676,617	648,809	27,808	4.3%
Revenue	\$ 17,558,747	\$ 16,673,596	\$ 885,151	5.3%
Expense	\$ 26,341,253	\$ 23,234,867	\$ 3,106,386	13.4%
Farebox Ratio	66.7%	71.8%	-5.1 PP	
End Point On-Time Performance	77.0%	80.5%	-3.5 PP	

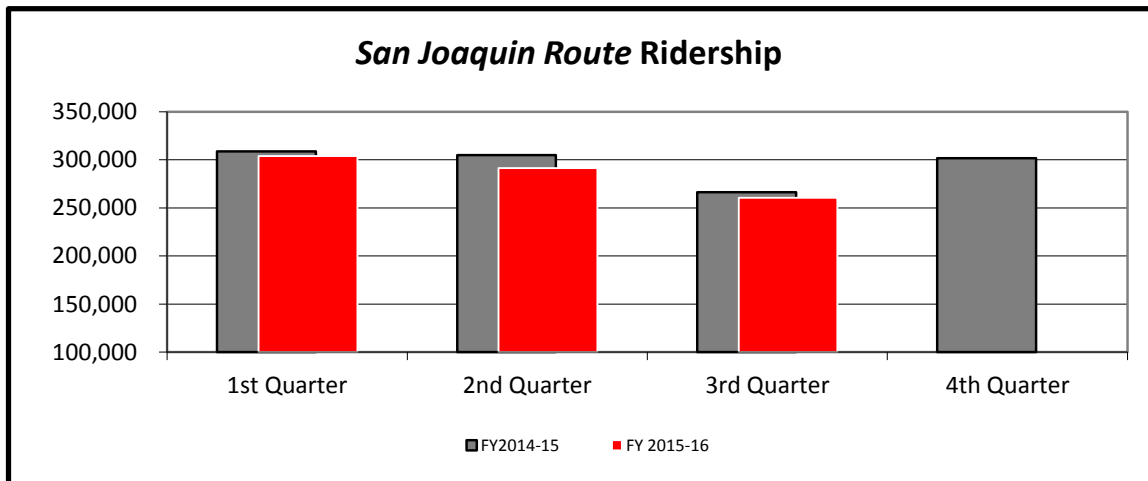
PP - Percentage Points

SAN JOAQUIN ROUTE:

Six daily round-trips serve the San Joaquin Route, four operating between Oakland and Bakersfield and two between Sacramento and Bakersfield. All six round-trips have dedicated bus connections between Bakersfield, Los Angeles and other points throughout Southern California. On the north end, buses at Stockton connect Sacramento with Oakland bound trains and connect Oakland with Sacramento bound 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.

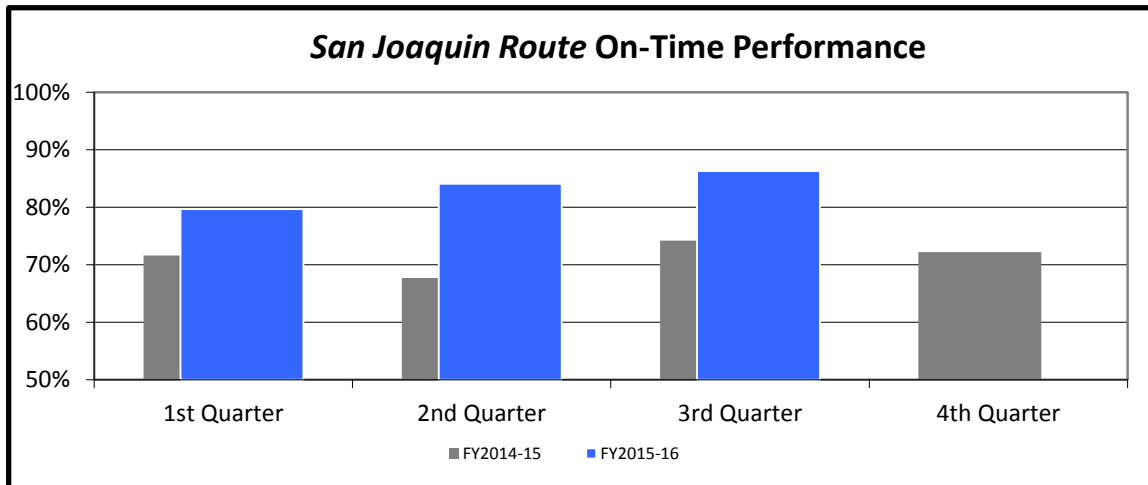
RIDERSHIP

Ridership on the San Joaquin Route for the third quarter of FY 2015–16 was 260,510, a decrease of 2.2 percent when compared to 266,373 reported in the corresponding quarter of FY 2014–15.



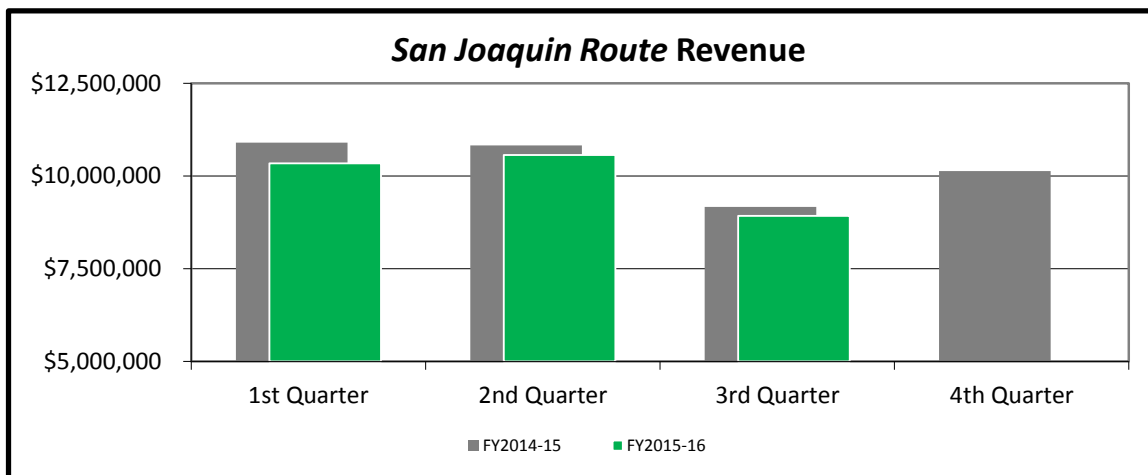
ON-TIME PERFORMANCE

The OTP for the San Joaquin Route for the third quarter of FY 2015–16 was 86.3 percent, an increase of 12.1 in percentage points when compared to 74.2 percent reported in the corresponding quarter of FY 2014–15.



REVENUE and FAREBOX RATIO

Revenue for the San Joaquin Route for the third quarter of FY 2015–16 was \$8,926,007, a decrease of 2.6 percent when compared to \$9,165,335 reported in the corresponding quarter in FY 2014–15. Expenses for the third quarter of FY 2015–16 were \$19,289,457, an increase of 5.4 percent compared to \$18,300,727, reported in the corresponding quarter of FY 2014–15, resulting in a farebox ratio decrease of 3.8 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 third quarter of FY 2015–16 compared to the corresponding quarter in FY 2014–15:

State-Supported Intercity Passenger Rail - 3rd Quarter 2015-16				
San Joaquin Route				
	ACTUAL RESULTS			
	3rd Qtr 2015-16	3rd Qtr 2014-15	Difference	Percent Change
Ridership	260,510	266,373	(5,863)	-2.2%
Revenue	\$ 8,926,007	\$ 9,165,335	\$ (239,328)	-2.6%
Expense	\$ 19,289,457	\$ 18,300,727	\$ 988,730	5.4%
Farebox Ratio	46.3%	50.1%	-3.8 PP	
End Point On-Time Performance	86.3%	74.2%	12.1 PP	

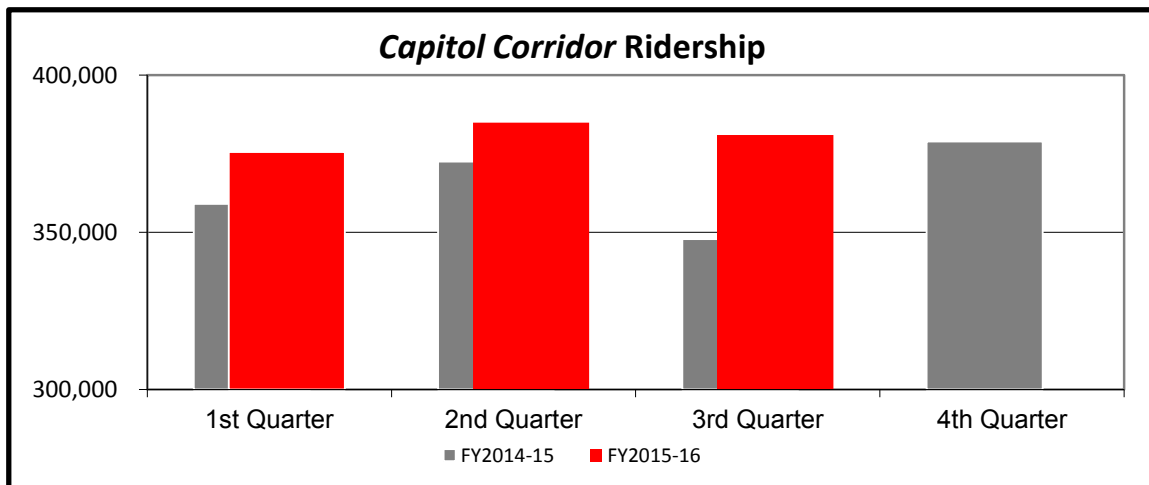
PP - Percentage Points

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.

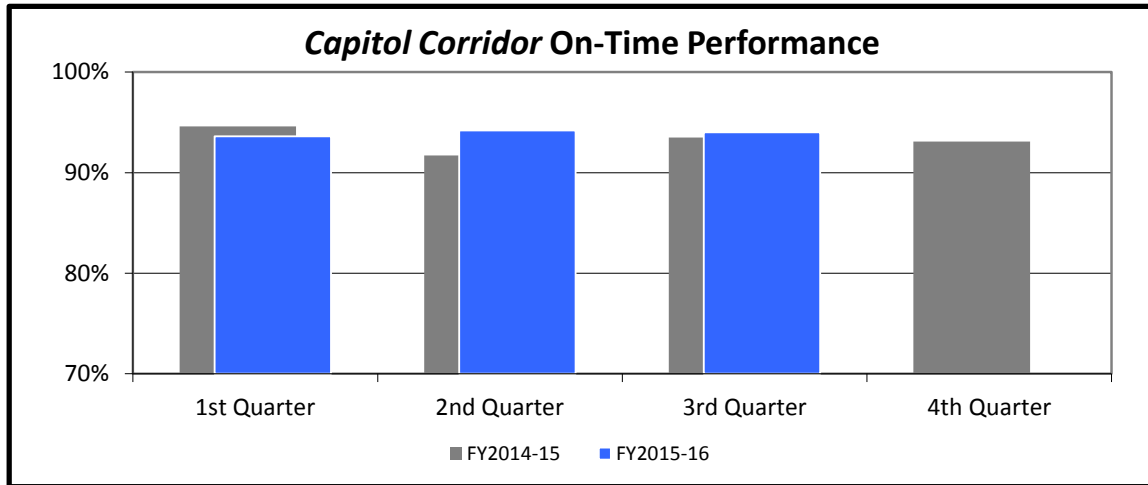
RIDERSHIP

Ridership on the Capitol Corridor for the third quarter of FY 2015–16 was 380,970, an increase of 9.5 percent when compared to 347,849 reported in the corresponding quarter of FY 2014–15.



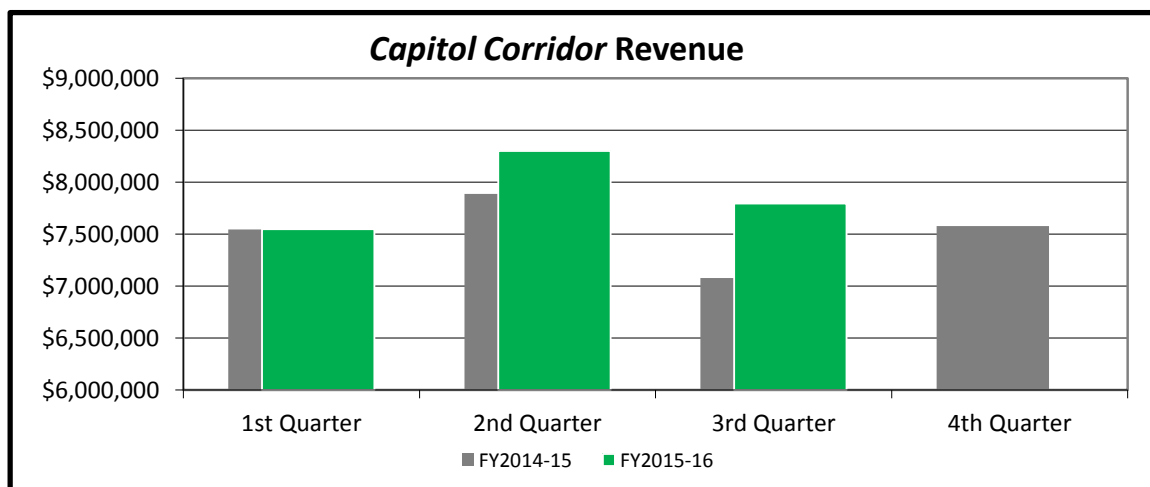
ON-TIME PERFORMANCE

The OTP for the Capitol Corridor for the third quarter of FY 2015–16 was 94.0 percent, an increase of 0.5 percentage points when compared to 93.5 percent reported in the corresponding quarter of FY 2014–15.



REVENUE and FARE BOX RATIO

Revenue for the Capitol Corridor for the third quarter of FY 2015–16 was \$7,795,074, an increase of 10.1 percent when compared to \$7,079,026 reported in the corresponding quarter in FY 2014–15. Expenses for the third quarter of FY 2015–16 were \$14,008,284, a decrease of 7.1 percent compared to \$15,082,947 reported in the corresponding quarter of FY 2014–15, resulting in a farebox ratio increase of 8.7 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 third quarter of FY 2015–16 compared to the corresponding quarter in FY 2014–15:

State-Supported Intercity Passenger Rail - 3rd Quarter 2015-16				
Capitol Corridor				
	ACTUAL RESULTS			
	3rd Qtr 2015-16	3rd Qtr 2014-15	Difference	Percent Change
Ridership	380,970	347,849	33,121	9.5%
Revenue	\$ 7,795,074	\$ 7,079,026	\$ 716,048	10.1%
Expense	\$ 14,008,284	\$ 15,082,947	\$ (1,074,663)	-7.1%
Farebox Ratio	55.6%	46.9%	8.7 PP	
End Point On-Time Performance	94.0%	93.5%	0.5 PP	

PP - Percentage Points

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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 Third Quarter Reports are in the following order:

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

Attachments



**FY 2015-16 Third Quarter
Corridor Mobility
Improvement Account (CMIA)
Bond Program
Report**

**Quarterly Report to the
California Transportation
Commission**



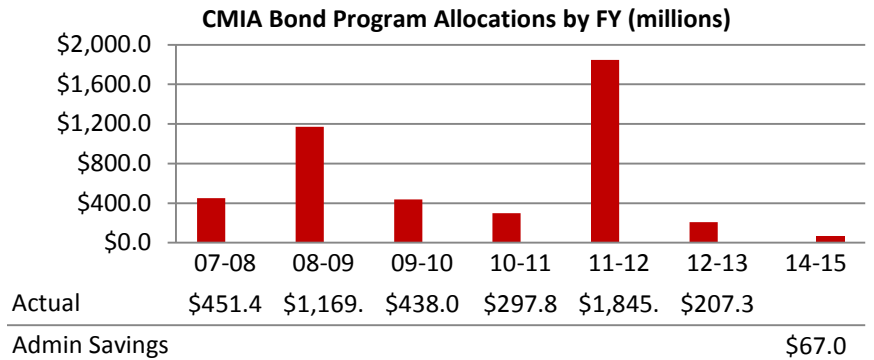
(1) CMIA Bond Program Summary

Third Quarter FY 2015-16

(1a) CMIA Bond Program Funding

	#Projects	Project Allocated Funds	% Allocated
CMIA bond funds initially 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, and \$23 million is set aside for program administration costs, 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:	\$4,107 million	91%
CMIA bond program funds expended reported last quarter:	\$4,049 million	90%

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, \$7,874 million has been committed from other contributor funds to increase the total value of projects in the CMIA bond program to \$12,351 million. The table below shows how CMIA bond program funds and contributor funds were distributed by project components as well as expenditures to date for CMIA bond program funds.

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

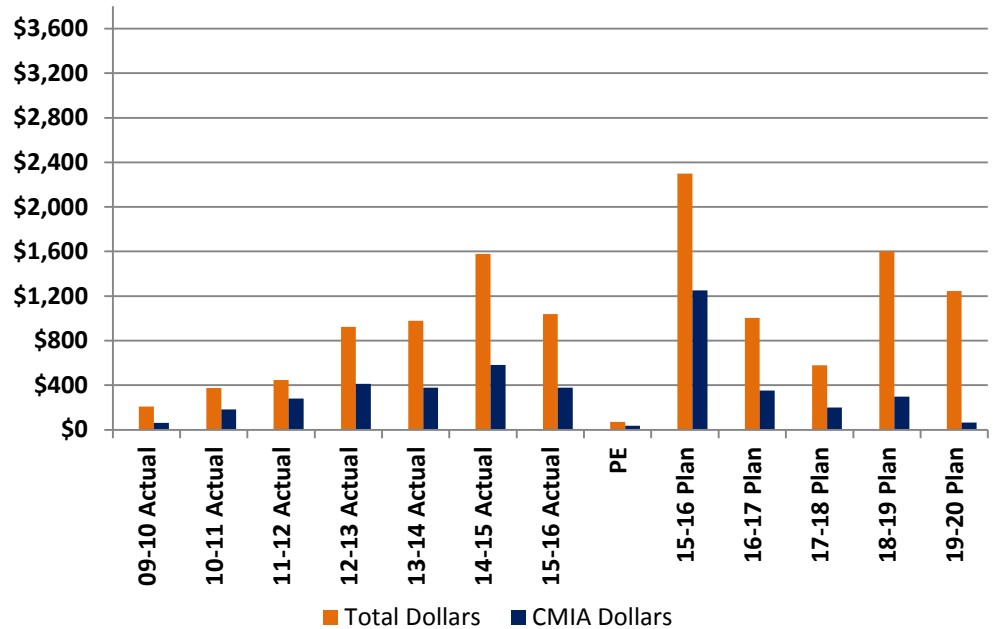
	Total Funds	Other Funds	CMIA Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	\$ 1,122.2	\$ 680.3	\$ 441.9	\$ 393.7	89%
Capital	\$ 7,917.2	\$ 3,889.4	\$ 4,027.8	\$ 3,692.7	92%
Right of Way					
Support	\$ 142.4	\$ 142.4			
Capital	\$ 1,912.6	\$ 1,917.1	\$ 0.5	\$ 0.0	0%
Preliminary Engineering					
Support	\$ 1,256.5	\$ 1,250.1	\$ 6.4	\$ 5.8	91%
Committed Subtotal	\$ 12,350.9	\$ 7,874.3	\$ 4,476.6	\$ 4,092.2	91%
Uncommitted			\$ 0.0		
Percent Uncommitted			0%		
Administration			\$ 23.4	\$ 14.6	62%
Program Total			\$ 4,500.0	\$ 4,106.8	91%

(1c) CMIA Bond Program Project Completions

	# Projects Completed	Percent Completed
CMIA bond program construction contracts completed to date:	95	74%
CMIA bond program construction contracts completed reported last quarter:	83	64%

CMIA Bond Program Construction Expenditures by Fiscal Year of Completion (millions)

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	19	\$925	\$412	17							19	\$925	\$412
FY 13-14	19	\$977	\$377	16							19	\$977	\$377
FY 14-15	20	\$1,579	\$583	9							20	\$1,579	\$583
FY 15-16	17	\$1,038	\$378	2	1	\$72	\$36	15	\$2,300	\$1,251	33	\$3,410	\$1,665
FY 16-17								9	\$1,005	\$352	9	\$1,005	\$352
FY 17-18								3	\$580	\$199	3	\$580	\$199
FY 18-19								3	\$1,600	\$297	3	\$1,600	\$297
FY 19-20								3	\$1,244	\$65	3	\$1,244	\$65
Total Value	95	\$5,550	\$2,277	64	1	\$72	\$36	33	\$6,729	\$2,164	129	\$12,351	\$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 Project Delivery and Expenditure Report Third Quarter FY 2015-16

LEGEND

- Estimated cost within budget
- Baseline budget exceeded, non-bond funds added. No CTC action required.
- All bond funds 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.
- CCA 100% Complete
- Milestone Behind Schedule
- ☑ - Complete
- ☒ - Past Due
- PE** - Plant Establishment

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 COMPLETE	APPROVED DELIVERY REPORT	CURRENT CLOSEOUT	CLOSEOUT % COMPLETE	SUPPLEMENTAL FDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS FULLY EXPENDED)	CONSTRUCTION SUPPORT		CONSTRUCTION CAPITAL					
																			APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)				
<i>I-580 Eastbound HOV Lane - Greenville to Hacienda - Corridor Project</i>																										
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			
				\$ 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	\$ 35,203	\$ 35,242	
				\$ 42,839	\$ 20,400	Corridor Project #3 (EA 2908V)	5/23/12	08/23/12	100	11/01/14	05/31/16	99										Caltrans (FY 15-16 Q2)	\$ 4,132	\$ 3,723	\$ 35,162	\$ 28,041
				\$ 148,610	\$ 55,202	Corridor Summary							11/01/14	05/31/16			11/01/15	04/01/18					\$ 14,290	\$ 13,388	\$ 117,775	\$ 105,711
<i>I-580 Westbound HOV Lane - Greenville to Foothill - Corridor Project</i>																										
2	04	Ala	580	\$ 91,677	\$ 41,860	Corridor Project #1 (EA 2908C)	5/23/12	11/20/12	100	11/01/14	06/10/16	97							Caltrans (FY 15-16 Q3)	\$ 9,795	\$ 9,881	\$ 73,769	\$ 71,271			
				\$ 68,700	\$ 40,481	Corridor Project #2 (EA 2908E)	4/26/12	10/29/12	100	11/01/14	04/18/16	99									Caltrans (FY 14-15 Q3)	\$ 7,820	\$ 8,920	\$ 53,010	\$ 50,524	
				\$ 160,377	\$ 82,341	Corridor Summary							11/01/14	06/10/16			11/01/15	06/01/18				\$ 17,615	\$ 18,801	\$ 126,779	\$ 121,795	
<i>I-580 / Isabel Interchange - Corridor Project</i>																										
3	04	Ala	580	\$ 43,495	\$ 18,375	Corridor Project #1 (EA 17131)	12/11/08	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	12/29/17				\$ 8,000	\$ 7,006	\$ 67,387	\$ 48,177	
<i>I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd - Corridor Project</i>																										
4	04	Ala	880	\$ 67,934	\$ 52,846	Corridor Project #1 (EA 3A921)	4/26/12	09/14/12	100	01/01/16	04/04/16	98							Caltrans	\$ 7,415	\$ 7,851	\$ 50,607	\$ 47,907			
				\$ 35,052	\$ 29,765	Corridor Project #2 (EA 3A922)	5/23/12	11/08/12	100	02/01/16	11/19/15	100								Caltrans	\$ 4,000	\$ 3,977	\$ 25,765	\$ 24,387		
				\$ 102,986	\$ 82,611	Corridor Summary							02/01/16	04/04/16			02/01/17	11/19/18				\$ 11,415	\$ 11,828	\$ 76,372	\$ 72,294	
<i>State Route 24 Caldecott Tunnel - Fourth Bore - Corridor Project</i>																										
5	04	Ala CC	24	\$ 399,211	\$ 84,482	Corridor Project #1 (EA 29491)	5/14/09	11/10/09	100	05/01/14	03/12/15	100	☑						Caltrans	\$ 51,218	\$ 55,995	\$ 293,425	\$ 286,770			
				\$ 4,730	\$ -	Corridor Project #2 (EA 29492)	Local	12/22/09	100	03/01/11	04/20/11	100	☑							Caltrans	\$ 400	\$ 492	\$ 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	\$ 500	\$ 408		
				\$ 404,583	\$ 84,482	Corridor Summary							05/01/14	03/12/15			03/01/15	03/01/17				\$ 51,718	\$ 56,617	\$ 298,225	\$ 289,987	
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	07/05/17			Caltrans	\$ 3,600	\$ 4,319	\$ 31,101	\$ 25,616				

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	CMA 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		CONSTRUCTION CAPITAL					
																			APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)				
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	<input checked="" type="checkbox"/>					Caltrans	\$ 10,608	\$ 11,140	\$ 45,183	\$ 45,155				
				\$ 83,967	\$ 16,671	Corridor Project #2 (EA 2285E)	8/10/11	10/20/11	100	02/01/15	02/02/16	100								Caltrans	\$ 14,395	\$ 12,561	\$ 48,717	\$ 45,674		
				\$ 92,407	\$ 39,200	Corridor Project #3 (EA 1G940)	1/25/12	05/25/12	100	12/01/14	06/01/16	90									Caltrans	\$ 13,389	\$ 11,706	\$ 59,775	\$ 46,240	
				\$ 79,307	\$ -	Corridor Project #4 (EA 1G941)	8/22/12	11/14/12	100	08/01/15	06/30/16	91									CCTA	\$ -	\$ -	\$ 67,886	\$ 53,161	
				\$ 44,949	\$ 31,787	Corridor Project #5 (EA 24657)	1/25/12	04/19/12	100	09/30/13	10/30/15	100										CCTA	\$ -	\$ -	\$ 36,787	\$ 36,425
				\$ 379,102	\$ 100,086	Corridor Summary							08/01/15	06/30/16			08/01/16	06/30/17				\$ 38,392	\$ 35,407	\$ 258,348	\$ 226,655	
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	05/22/17	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	06/30/16	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	12/01/12	100	<input checked="" type="checkbox"/>								ACCMA	\$ -	\$ -	\$ 1,896	\$ 1,174	
				\$ 11,259	\$ 9,379	Corridor Project #4 (EA 3A776)	5/23/12	09/30/12	100	01/01/14	12/26/14	100	<input checked="" type="checkbox"/>								Caltrans	\$ 1,492	\$ 1,283	\$ 7,887	\$ 6,963	
				\$ 28,136	\$ 22,256	Corridor Project #5 (EA 3A777)	5/23/12	10/01/12	100	06/01/14	05/05/16	97									Caltrans	\$ 3,675	\$ 3,532	\$ 18,581	\$ 16,356	
				\$ 56,238	\$ 46,478	Corridor Summary							04/01/15	05/22/17			10/01/15	04/01/18				\$ 5,167	\$ 4,815	\$ 41,311	\$ 31,060	
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	11/07/12	100	<input checked="" type="checkbox"/>					ED Co DOT	\$ 3,560	\$ 7,039	\$ 37,681	\$ 33,381				
				\$ 10,454	\$ 6,294	Corridor Project #2 (EA 3A712)	12/15/11	04/01/12	100	10/01/13	06/17/13	100	<input checked="" type="checkbox"/>							ED Co DOT	\$ -	\$ 1,393	\$ 8,794	\$ 10,195		
				\$ 54,895	\$ 26,167	Corridor Summary								10/01/13	06/17/13		10/01/14	07/01/17			\$ 3,560	\$ 8,432	\$ 46,475	\$ 43,576		
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	<input checked="" type="checkbox"/>	01/01/16	10/30/14	<input checked="" type="checkbox"/>		Caltrans	\$ 9,900	\$ 4,178	\$ 47,449	\$ 45,511				
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	<input checked="" type="checkbox"/>	08/01/13	03/17/16			Caltrans	\$ 9,514	\$ 8,577	\$ 51,758	\$ 51,758				
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	\$ -	\$ -	\$ 979,700	\$ 899,108				
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	08/30/18	67						Caltrans	\$ 30,110	\$ 21,747	\$ 76,646	\$ 41,333				
				\$ 110,516	\$ -	Corridor Project #2 (EA 1218V)	Local	10/14/10	100	12/31/12	12/15/15	100								Caltrans	\$ 19,593	\$ 18,474	\$ 71,000	\$ 60,097		
				\$ 401,498	\$ 64,713	Corridor Project #3 (EA 1218W)	5/23/12	11/29/12	100	05/30/16	12/31/19	40								Caltrans	\$ 43,211	\$ 11,087	\$ 231,619	\$ 67,708		
				\$ 649,380	\$ 64,713	Corridor Summary							05/30/16				05/30/17	02/28/22				\$ 92,914	\$ 51,308	\$ 379,265	\$ 169,138	
I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project																										
14	07	LA	5	\$ 114,072	\$ 51,983	Corridor Project #1 (EA 21591)	8/10/11	11/28/11	100	04/29/15	06/30/16	99						Caltrans (FY 15-16 Q2)	\$ 17,110	\$ 15,952	\$ 45,247	\$ 43,584				
				\$ 631,125	\$ -	Corridor Project #2 (EA 21592)	6/23/15	03/14/16		03/31/17	02/07/20	0								Caltrans	\$ 34,534	\$ -	\$ 170,000	\$ -		
				\$ 188,216	\$ 104,708	Corridor Project #3 (EA 21593)	4/26/12	08/14/12	100	04/22/16	07/10/18	71								Caltrans (FY 15-16 Q1)	\$ 28,481	\$ 18,109	\$ 96,447	\$ 60,389		
				\$ 323,285	\$ 158,320	Corridor Project #4 (EA 21594)	4/26/12	08/23/12	100	04/01/16	05/31/18	62									Caltrans (FY 14-15 Q4)	\$ 33,777	\$ 18,083	\$ 144,627	\$ 80,562	
				\$ 211,747	\$ -	Corridor Project #5 (EA 21595)	8/6/13	04/24/14	100	12/01/16	09/13/19	21									Caltrans	\$ 25,768	\$ 3,917	\$ 116,632	\$ 18,760	
				\$ 1,468,445	\$ 315,011	Corridor Summary							03/31/17	02/07/20			05/31/20	03/14/25				\$ 139,670	\$ 56,061	\$ 572,953	\$ 203,295	

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	CMA 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		CONSTRUCTION CAPITAL				
																			APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)			
Highway 101 Marin-Sonoma Narrows - Corridor Project																									
15	04	Mm	101	\$ 85,029	\$ 26,523	Corridor Project #1 (EA 26407)	5/23/12	09/14/12	100	06/01/15	06/01/16	99						Caltrans	\$ 4,970	\$ 6,167	\$ 26,950	\$ 26,740			
				\$ 136,148	\$ 72,717	Corridor Project #2 (EA 2640U)	5/23/12	11/01/12	100	06/01/15	10/31/16	94								Caltrans	\$ 17,716	\$ 16,018	\$ 79,500	\$ 73,661	
				\$ 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	\$ 6,717	\$ 28,473	\$ 26,607
				\$ 3,905	\$ 3,530	Corridor Project #4 (EA 2640G)	6/27/12	11/08/12	100	12/01/13	12/24/13	100	☒								Caltrans (FY 14-15 Q1)	\$ 700	\$ 742	\$ 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	\$ 2,458	\$ 14,744	\$ 14,512
				\$ 31,679	\$ 30,729	Corridor Project #6 (EA 2640K)	6/27/12	11/02/12	100	10/01/14	10/14/16	99									Caltrans	\$ 4,800	\$ 4,731	\$ 25,929	\$ 24,701
				\$ 324,805	\$ 180,516	Corridor Summary							06/01/15	10/31/16			07/01/16	12/20/18					\$ 37,686	\$ 36,833	\$ 178,426
16	04	Mm	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	\$ 11,052	\$ 10,606			
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	06/29/18			Caltrans	\$ 4,598	\$ 4,789	\$ 15,638	\$ 15,191			
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	\$ 30,528	\$ 30,479	
				\$ 72,004	\$ 36,349	Corridor Project #2 (EA 26414)	8/10/11	01/11/12	100	08/01/13	05/31/16	PE								Caltrans	\$ 9,250	\$ 10,921	\$ 43,293	\$ 41,851	
				\$ 120,080	\$ 54,867	Corridor Summary							08/01/13	05/31/16			08/01/14	12/29/17				\$ 14,100	\$ 19,365	\$ 73,821	\$ 72,330
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	\$ 3,404	\$ 10,447	\$ 10,026			
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	\$ 40,086	\$ 39,044			
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	\$ 25,113	\$ 25,113	\$ 122,811	\$ 121,580			
				\$ 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	\$ 78,637		
				\$ 282,681	\$ 135,430	Corridor Summary							05/01/14	03/23/15			05/01/15	07/30/17				\$ 43,487	\$ 43,487	\$ 201,448	\$ 200,217
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	11/01/13	100	☑	12/01/15	07/01/14	100	☑	Caltrans	\$ 8,633	\$ 9,921	\$ 54,253	\$ 54,044			
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	04/21/15	100	☑	03/01/16	06/29/16			Caltrans	\$ 6,256	\$ 5,285	\$ 21,621	\$ 21,191			
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	\$ 9,142	\$ 31,745	\$ 30,591			
				\$ 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	\$ 9,114	\$ 32,670	\$ 32,537		
				\$ 103,418	\$ 82,175	Corridor Summary							07/01/14	11/06/14			07/01/15	12/31/15				\$ 18,360	\$ 18,256	\$ 64,415	\$ 63,128
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	07/09/13	100	☑					Caltrans	\$ 22,000	\$ 24,075	\$ 164,453	\$ 160,877			
				\$ 23,099	\$ 20,000	Corridor Project #2 (EA 33382)	10/26/11	05/21/12	100	12/15/14	10/01/14	100	☑						Caltrans	\$ 2,751	\$ 2,401	\$ 19,499	\$ 18,156		
				\$ 315,302	\$ 68,934	Corridor Summary							12/15/14	10/01/14			12/15/16	04/05/19				\$ 24,751	\$ 26,476	\$ 183,952	\$ 179,033
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	\$ 31,200	\$ 29,956			

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	CMA 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		CONSTRUCTION CAPITAL			
																			APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)		
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	<input checked="" type="checkbox"/>	01/01/13	06/30/17			Caltrans	\$ 5,300	\$ 5,234	\$ 39,974	\$ 25,382		
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	11/21/13	100	<input checked="" type="checkbox"/>	12/01/14	02/29/16			RCTC	\$ -	\$ -	\$ 22,057	\$ 12,014		
29	08	Riv	91	\$ 253,625	\$ 120,191	HOV Lane Gap Closure (EA 44840)	8/10/11	02/10/12	100	08/01/15	07/15/16	93		08/01/17	07/13/18			Caltrans	\$ 30,728	\$ 28,305	\$ 129,924	\$ 109,392		
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	<input checked="" type="checkbox"/>	01/01/15	05/04/18			Caltrans	\$ 11,500	\$ 12,228	\$ 70,698	\$ 69,315		
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	<input checked="" type="checkbox"/>	06/01/14	06/01/14	100	<input checked="" type="checkbox"/>	Sac Co	\$ -	\$ -	\$ 11,875	\$ 10,421		
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	08/10/15	100	<input checked="" type="checkbox"/>	06/01/13	07/30/17	100	<input checked="" type="checkbox"/>	SANBAG	\$ -	\$ -	\$ 25,449	\$ 20,282		
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	09/17/14	100	<input checked="" type="checkbox"/>	09/15/15	12/31/17			SANBAG	\$ -	\$ -	\$ 213,174	\$ 208,387		
Interstate 215 HOV Lanes and Connectors - Corridor Project																								
34				\$ 77,658	\$ 29,000	SR - 210/215 Connectors (EA 44407) combined to 4440U	4/16/09	09/17/09	100	02/01/13	03/01/13	100	<input checked="" type="checkbox"/>					Caltrans	\$ 12,883	see	\$ 47,672	see		
35	08	SBd	215	\$ 44,740	\$ 36,540	I-215 North Segment 5 (EA 00719) combined to 4440U	4/16/09	09/17/09	100	02/01/13	03/01/13	100	<input checked="" type="checkbox"/>					Caltrans	\$ 7,333	below	\$ 29,207	below		
				\$ 122,398	\$ 65,540	Corridor Summary				02/01/13	03/01/13			03/01/15	10/30/15				\$ 20,216	\$ 12,942	\$ 76,879	\$ 71,430		
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	<input checked="" type="checkbox"/>	06/01/11	06/03/14		<input checked="" type="checkbox"/>	Caltrans	\$ 3,280	\$ 3,422	\$ 12,130	\$ 11,215		
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	<input checked="" type="checkbox"/>					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	<input checked="" type="checkbox"/>							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	<input checked="" type="checkbox"/>							Caltrans	\$ 21,436	\$ 15,020	\$ 97,249	\$ 91,853
				\$ 340,856	\$ 280,669	Corridor Summary							04/15/12	06/14/12			10/03/13	01/28/15		<input checked="" type="checkbox"/>		\$ 50,200	\$ 40,785	\$ 233,486
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	<input checked="" type="checkbox"/>					Caltrans	\$ 6,000	\$ 7,743	\$ 43,038	\$ 37,046		
				\$ 80,446	\$ -	Corridor Project #2 (EA 2T040)	Local	01/28/11	100	06/30/12	02/13/15	100	<input checked="" type="checkbox"/>						Caltrans	\$ 11,183	\$ 15,222	\$ 54,610	\$ 58,054	
				\$ 133,110	\$ 24,500	Corridor Summary					06/30/12	02/13/15				01/30/14	10/14/16				\$ 17,183	\$ 22,965	\$ 97,648	\$ 95,099
39	10	SJ	205	\$ 22,009	\$ 9,070	I-205 Auxiliary Lanes (EA 0Q270)	4/8/10	10/12/10	100	04/01/13	03/04/13	100	<input checked="" type="checkbox"/>	11/01/14	02/13/15		<input checked="" type="checkbox"/>	Caltrans	\$ 2,900	\$ 2,302	\$ 11,860	\$ 11,480		
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	<input checked="" type="checkbox"/>					Caltrans	\$ 7,000	\$ 7,829	\$ 58,105	\$ 52,342		
				\$ 4,500	\$ -	STIP TEA Enhancements (EA 33072)																		
				\$ 83,105	\$ 49,778	Corridor Summary							08/01/13	10/13/14			10/01/14	09/01/17						
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	06/25/13	100	<input checked="" type="checkbox"/>					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	<input checked="" type="checkbox"/>						Caltrans	\$ 3,802	\$ 1,255	\$ 12,648	\$ 6,519	
				\$ 63,152	\$ 27,247	Corridor Summary							11/01/13	11/15/13			11/01/14	07/29/16				\$ 12,061	\$ 4,099	\$ 34,952
42	04	SCI	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	<input checked="" type="checkbox"/>	08/01/14	06/01/16			Caltrans	\$ 9,810	\$ 6,283	\$ 38,279	\$ 33,538		
43	04	SCI	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	\$ 10,726	\$ 44,791	\$ 42,412		

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	CMA 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		CONSTRUCTION CAPITAL			
																			APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)		
44	04	SCI	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	\$ 31,201	\$ 26,047		
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	02/11/15	100	☒	12/01/14	03/28/16			SCCRTC	\$ -	\$ -	\$ 15,933	\$ 15,679		
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	10/23/14		☒	Caltrans	\$ 2,100	\$ 1,247	\$ 11,396	\$ 11,396		
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	12/01/09	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	\$ -	\$ 4,766	\$ 4,764	
				\$ 30,296	\$ -	Corridor Project #3 (EA 4C51U)	3/12/09	04/21/09	100	11/01/10	11/01/10	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	\$ 5,881	\$ 56,163
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	12/30/16			Caltrans	\$ 10,500	\$ 10,752	\$ 58,311	\$ 55,210		
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	12/30/16			Caltrans	\$ 12,000	\$ 9,665	\$ 91,200	\$ 88,494		
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	12/31/15	100	☑	Caltrans	\$ 6,600	\$ 7,541	\$ 51,065	\$ 45,975		
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	\$ 7,844	\$ 6,617		
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	10/30/15	100		07/31/15	12/31/17			Caltrans	\$ 4,300	\$ 4,038	\$ 17,612	\$ 16,039		
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	01/10/14	100	☒	11/01/15	10/30/15			Caltrans	\$ 5,500	\$ 5,779	\$ 26,974	\$ 28,741		
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	09/30/16	97		09/01/17	04/25/19			Caltrans	\$ 15,300	\$ 13,066	\$ 65,993	\$ 59,906		
CMA 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	06/30/16			Caltrans	\$ 3,000	\$ 2,844	\$ 12,000	\$ 12,000		
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	86		11/01/16	11/01/18			Caltrans	\$ 19,000	\$ 17,341	\$ 104,588	\$ 88,294		
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	06/30/16	91		01/30/16	08/29/16			Caltrans (FY 15-16 Q2)	\$ 11,990	\$ 16,000	\$ 97,708	\$ 85,499		
58	05	SLO	101	\$ 47,857	\$ 31,174	Santa Maria Bridge (EA 44590)	1/20/11	06/21/11	100	04/01/14	03/12/15	100	☑	07/15/15	07/02/18			Caltrans	\$ 6,600	\$ 5,419	\$ 37,274	\$ 34,396		
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	12/14/18			Caltrans (FY 15-16 Q3)	\$ 8,500	\$ 8,415	\$ 36,102	\$ 27,328		
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	09/12/18			Caltrans	\$ 2,250	\$ 1,949	\$ 19,463	\$ 18,653		
61	03	But	32	\$ 9,925	\$ 3,425	But 32 Highway Widening (EA 1E490)	8/10/11	06/30/12	100	11/30/13	12/11/15	100		05/30/14	07/01/18			Chico	\$ -	\$ -	\$ 6,425	\$ 6,310		
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	09/24/15	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	12/01/17	0							Caltrans	\$ 8,005	\$ -	\$ 48,000	\$ -	
				\$ 138,467	\$ 16,057	Corridor Summary				10/01/15	12/01/17					07/01/18	12/29/17				\$ 11,785	\$ 3,758	\$ 73,085	\$ 24,158
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	12/30/18			Visalia	\$ -	\$ -	\$ 21,187	\$ 22,620		
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	06/30/18			Caltrans (FY 14-15 Q1)	\$ 8,271	\$ 8,564	\$ 51,346	\$ 47,605		

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST (\$1,000's)	CMA 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		CONSTRUCTION CAPITAL				
																			APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)	APPROVED BUDGET (\$1,000's)	EXPENDED (\$1,000's)			
Bi-County I-215 Gap Closure - Corridor Project																									
65	08	SBd Riv	215	\$ 182,802	\$ 15,350	I-215 Gap Closure (EA 0M940) combined to 0M94U	6/27/12	12/03/12	100	05/01/16	08/25/15	100						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	08/25/15	100								Caltrans	\$ 361	below	\$ 3,007	below	
				\$ 205,061	\$ 18,357	Corridor Summary				05/01/16			04/20/18	12/29/17					\$ 17,431	\$ 16,125	\$ 155,570	\$ 144,109			
67	04	Son	101	\$ 52,360	\$ 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	12/31/19				Caltrans	\$ 4,500	\$ 4,332	\$ 33,813	\$ 31,513			
68	04	SCI	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	12/30/15	100	12/01/15	10/30/17				SCVTA	\$ -	\$ -	\$ 47,197	\$ 43,556			
69	04	SCI	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	\$ -	\$ -	\$ 26,286	\$ 25,501			
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	03/05/14	100	12/01/15	05/06/16				SANBAG	\$ -	\$ -	\$ 53,082	\$ 40,679			
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	05/31/18				Caltrans	\$ 5,392	\$ 4,394	\$ 19,355	\$ 18,406			
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	04/03/14	100	11/05/13	05/31/18				Caltrans	\$ 7,400	\$ 7,328	\$ 34,278	\$ 33,348			
73	05	SLO	46	\$ 55,559	\$ 45,088	Whitley 2A (EA 33077)	2/23/12	05/18/12	100	09/08/15	06/01/16	97	10/01/16	01/02/18				Caltrans	\$ 7,000	\$ 6,847	\$ 38,088	\$ 34,455			
74	12	Ora	74	\$ 77,211	\$ 24,109	SR74 / I-5 IC (EA 0E310)	4/25/12	10/19/12	100	02/02/15	11/01/16	95	02/01/17	11/01/17				Caltrans	\$ 6,364	\$ 7,732	\$ 30,231	\$ 25,151			
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	09/22/17	94	06/30/16	06/04/20				Caltrans	\$ 26,428	\$ 16,670	\$ 86,419	\$ 74,405			
76	2	Sha	5	\$ 7,275	\$ 6,000	I5/Deschutes Rd IC (EA 34760)	5/3/12	7/26/12	100	12/15/12	01/24/14	100	05/01/13	02/26/16				Anderson	\$ -	\$ -	\$ 6,000	\$ 5,979			
77	3	Sac	50	\$ 37,151	\$ 12,109	SR50 - Watt IC (EA 37120)	4/26/12	9/15/12	100	11/30/14	01/16/16	100	05/31/15	02/01/19				Sac Co	\$ -	\$ -	\$ 30,449	\$ 33,243			
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	96	03/19/16	07/02/18				Caltrans	\$ 8,000	\$ 7,138	\$ 48,700	\$ 41,379			
79	5	SB	101	\$ 17,968	\$ 4,792	Union Valley Pkwy IC (EA 46380)	4/26/12	07/26/12	100	12/31/13	12/27/13	100	02/03/15	02/24/15	100			Caltrans	\$ 1,900	\$ 1,688	\$ 9,584	\$ 8,883			
80	8	SBd	10	\$ 24,194	\$ 10,000	I-10 Tippecanoe Ave IC (EA 44811)	4/26/12	07/11/12	100	07/11/13	06/24/15	100	08/01/15	06/23/17				SANBAG	\$ 2,443	\$ 2,821	\$ 13,787	\$ 13,872			
81	11	SD	76	\$ 36,889	\$ 29,387	I-5 / SR 76 IC (EA 25714)	4/26/12	08/01/12	100	01/01/15	10/20/14	100		06/24/16				Caltrans	\$ 5,056	\$ 4,977	\$ 24,561	\$ 23,739			
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	03/31/16	100	10/31/14	12/01/17				ED Co DOT	\$ -	\$ -	\$ 17,240	\$ 14,245			
83	3	ED	50	\$ 9,145	\$ 6,000	Western Placerville IC Ph 1A (EA 37280)	5/23/12	11/05/12	100	06/01/15	11/30/14	100	01/15/14	02/01/17				Caltrans	\$ -	\$ -	\$ 6,000	\$ 6,000			
84	8	Riv	215	\$ 123,502	\$ 38,779	215 Widening Scottt to Nuevo (EA 0F162)	5/23/12	11/14/12	100	12/31/15	11/15/18	97	06/30/16	11/19/20				RCTC	\$ -	\$ -	\$ 98,500	\$ 81,863			
85	8	SBd	15	\$ 63,923	\$ 28,264	I15 Ranchero Rd IC (EA 34160)	5/23/12	08/01/12	100	08/01/14	12/18/15	100	09/01/16	12/01/17				SANBAG	\$ 3,650	\$ -	\$ 40,148	\$ 40,291			
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	04/21/14				Caltrans	\$ 1,000	\$ 998	\$ 5,673	\$ 4,740			
87	8	SBd	15	\$ 35,274	\$ 12,000	Duncan Canyon Rd IC (EA 0H130)	6/27/12	08/14/12	100	06/01/14	05/31/16	99	12/01/14	05/31/18				Fontana	\$ 2,900	\$ -	\$ 26,054	\$ 5,068			
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	\$ 1,910	\$ 1,738			
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	03/07/19	32	09/26/17	12/23/19				Port of Long Beach	\$ -	\$ -	\$ 913,300	\$ 429,203			
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	06/12/17	93	02/28/19	06/11/19				SANBAG	\$ 26,951	\$ 17,442	\$ 239,662	\$ 177,922			
Totals				\$ 12,350,931	\$ 4,476,619																				

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

** Section 4a of CMA report details CMA Bond Program funding loans.

(3) CMIA Bond Program Action Plans

Third Quarter FY 2015-16

(3a) Major Project Issues

The following project(s) have major issues that may impact the project schedule or budget.

Project #89 - Gerald Desmond Bridge - Additional funds will be necessary due to design and construction changes needed to address differing site conditions and Department seismic standards. The current estimated increase is \$63 million. The State share has not been determined.

(3b) 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)
#8	I-80 Integrated Corridor	\$ 9,379	\$ 10,754 \$ 505 Local Funds	\$ 11,259
#15	Hwy 101 Marin-Sonoma Narrows Proj #1	\$ 26,523	\$ 85,126 -\$ 97 Local Funds	\$ 85,029
#15	Hwy 101 Marin-Sonoma Narrows Proj #2	\$ 72,717	\$ 132,873 \$ 3,275 Local/RIP non-bond	\$ 136,148
#58	Santa Maria Bridge	\$ 31,174	\$ 50,299 -\$ 2,442 Local Funds	\$ 47,857
#67	Sonoma Hwy 101 Airport Exch.	\$ 22,242	\$ 49,621 \$ 2,739 Local Funds	\$ 52,360

(3c) Project Action Plans

Project #1 - I-580 Eastbound HOV- Greenville to Hacienda #3 - Project overrun will be addressed with non-bond funds. Expenditure adjustments are in progress. Target completion date is May 2016.

Project #2

- I-580 Westbound HOV Lane (Segment 1) - Project overrun will be addressed with non-bond funds. Expenditure adjustments are in progress. Target completion date is May 2016.
- I-580 Westbound HOV Lane (Segment 2) - Project overrun will be addressed with non-bond funds. Expenditure adjustments are in progress. Target completion date is May 2016.

Project #14 - Pending TCRP budget revision. Once budget is approved, it will take approximately 4-6 weeks to complete the fund adjustment for the following projects:

- I-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 – Marin-Sonoma Narrows, Segment 4 – Project overrun will be addressed with non-bond funds. Expenditures will be adjusted. Target completion date is June 2016.

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 and would be subject to STIP county share adjustment.

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. The project is scheduled to open to traffic in December 2016.

Project #57 - North Stockton HOV Widening – Project overrun will be addressed with non-bond funds. Expenditure adjustments are in progress. Target completion date is May 2016.

Project #59 - I-15 Mira Mesa / Scripps Ranch Direct Access Ramp - Project overrun was addressed with non-bond funds. An expenditure adjustment was completed in April 2016.

Project #64 - Freeway Performance Initiative - TOS and Ramp Metering Contract #5 – Project overrun will be addressed with non-bond funds. Expenditure adjustments are in progress. Target completion date is May 2016.

(4) CMIA Bond Program Funding Adjustments

Third 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



**Third Quarter FY 2015-16
State Route 99 (SR99)
Bond Program
Report**

**Quarterly Report to the
California
Transportation
Commission**



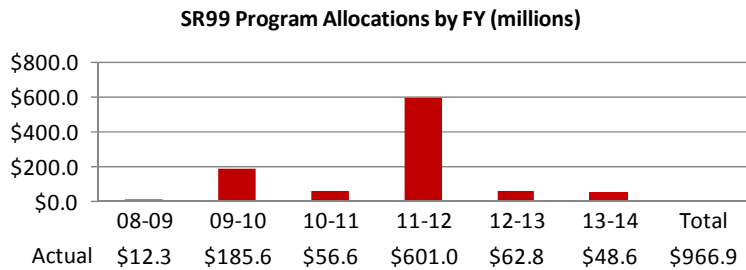
(1) SR99 Bond Program Summary

Third Quarter FY 2015-16

(1a) SR99 Bond Program Funding

SR99 bond program funds allocated to projects: #Projects **27** Project Allocated Funds **\$967 million** % Allocated **99%**

In the SR99 bond program budget, \$785 million was allocated for construction. In addition, \$182 million has been allocated for right of way and engineering support costs. There is also \$20 million set aside for bond administrative costs and 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:	\$842 million	84%
SR99 bond program project funds expended reported last quarter:	\$825 million	83%

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, as well as expenditures to date for SR99 bond program funds.

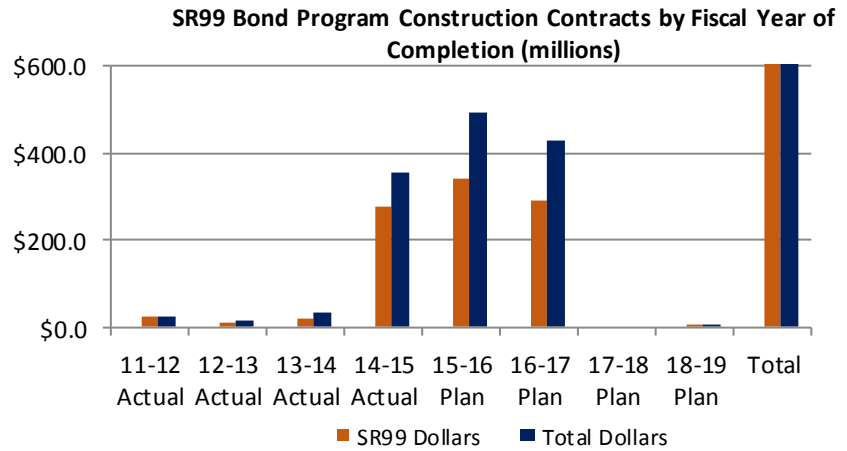
SR99 Bond Program Funding and Contributor Funds by Component (millions)

	Total Funds	Other Funds	SR99 Bond Program Funds		
			Allocated	Expended	Percent
Construction					
Support	\$ 119.4	\$ 12.3	\$ 107.1	\$ 107.9	101 %
Capital	\$ 897.4	\$ 112.7	\$ 784.8	\$ 674.5	87 %
Right of Way					
Support	\$ 19.5	\$ 8.2	\$ 11.3	\$ 7.7	68 %
Capital	\$ 184.4	\$ 133.2	\$ 51.4	\$ 34.6	67 %
Preliminary Engineering					
Support	\$ 133.7	\$ 121.0	\$ 12.7	\$ 13.7	75%
Committed Subtotal	\$ 1,354.4	\$ 387.4	\$ 967.0	\$ 838.4	87 %
Uncommitted			\$ 13.0		
Percent uncommitted			1.3%		
Bond Administration			\$ 20.0	\$ 3.9	20 %
Program Total			\$ 1,000.0	\$ 842.3	84 %

(1d) SR99 Bond Program Project Completions

SR99 bond program construction contracts completed to date:	# Projects Completed 17	Percent Projects Completed 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	\$324	\$275	1							9	\$ 324	\$ 275
FY 15-16	4	\$257	\$144	5				5	\$ 272	\$ 199	9	\$ 529	\$ 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	\$651	\$472	10	1	\$ 5	\$ 5	9	\$ 698	\$ 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.

(3) State Route 99 Bond Program Current Status and Project Expenditure Report

Third Quarter FY 2015-16

LEGEND

- Estimated cost within budget
- Baseline budget exceeded, non-bond funds added. No CTC action required.
- All bond funds 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.
- CCA 100% Complete
- Milestone Behind Schedule
- Complete
- Past Due
- PE** - Plant Establishment

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 PDR	IMPLEMENTING AGENCY (QUARTER BOND FUNDS EXPENDED)	Support		Capital				
																			Appd	Exp	Appd	Exp			
1	03	But	99	\$ 38,349	\$ 20,969	Butte SR 99 Chico Auxiliary Lanes - Phase I	1/20/11	7/8/11	100	10/15/13	2/18/15	100	<input checked="" type="checkbox"/>	10/15/15	2/18/19			Caltrans	\$ 4,394	\$ 5,461	\$ 27,290	\$ 26,733			
<i>Island Park 6-Lane - Corridor Project</i>																									
2	06	Fire 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	<input checked="" type="checkbox"/>					Caltrans	\$ 3,500	\$ 3,313	\$ 17,270	\$ 16,914			
				\$ 68,213	\$ 68,213	Corridor Project #2(EA 44262)	4/26/12	10/10/12	100	7/1/16	7/3/17	98							Caltrans (FY 15-16 Q1)	\$ 7,500	\$ 8,415	\$ 47,613	\$ 41,615		
				\$ 91,425	\$ 91,425	Corridor Summary				7/1/16	7/3/17					7/1/18	7/1/19				\$ 11,000	\$ 11,728	\$ 64,883	\$ 58,529	
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	92		8/1/17	7/1/18			Caltrans	\$ 6,800	\$ 7,544	\$ 49,402	\$ 43,003			
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	<input type="checkbox"/>	5/1/16	12/30/16			Caltrans	\$ 12,000	\$ 8,998	\$ 78,360	\$ 68,008			
5	10	Mer	99	\$ 76,611	\$ 65,869	Freeway Upgrade & Plainsburg Road I/C	2/23/12	7/12/12	100	8/1/15	2/29/16	96		8/1/16	12/30/16			Caltrans (FY 15-16 Q1)	\$ 8,300	\$ 8,935	\$ 53,098	\$ 44,371			
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	<input checked="" type="checkbox"/>	10/1/14	2/1/17			Caltrans	\$ 750	\$ 746	\$ 5,506	\$ 5,099			
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	<input checked="" type="checkbox"/>	7/1/14	10/1/18			Sac Co	\$ -	\$ -	\$ 25,270	\$ 24,480			
8	10	SJ	99	\$ 214,458	\$ 132,256	SR 99 (South Stockton) Widening	6/27/12	10/16/12	100	1/1/17	12/30/16	77		2/1/17	12/5/18			Caltrans	\$ 15,500	\$ 16,371	\$ 113,958	\$ 76,646			
<i>SR 99 Widening in Manteca and San Joaquin - Corridor Project</i>																									
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	<input checked="" type="checkbox"/>							Caltrans (FY 14-15 Q4)	\$ 5,000	\$ 5,116	\$ 31,644	\$ 29,523	
				\$ 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	\$ 6,435	\$ 31,543	\$ 27,046
				\$ 63,730	\$ 12,143	Corridor Project #3 (EA 0E613)	6/27/12	10/1/12	100	10/1/15	12/15/15	100										Caltrans	\$ 7,500	\$ 6,539	\$ 29,481
				\$ 155,880	\$ 89,540	Corridor Summary								7/1/17	12/4/17				\$ 19,500	\$ 18,090	\$ 92,668	\$ 83,215			
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	<input checked="" type="checkbox"/>	1/1/17	7/1/19			Caltrans (FY 14-15 Q3)	\$ 3,500	\$ 3,488	\$ 20,062	\$ 19,708			

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	Appd	Exp			
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						Caltrans	\$ 8,500	\$ 8,492	\$ 43,731	\$ 41,260			
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													
				\$ 588	\$ -	Enhancements	1/25/12	5/31/12	100	12/31/12	5/15/13	100									Caltrans	\$ 848	\$ 268	\$ 4,723	\$ 2,821
				\$ 7,574	\$ 4,705	Corridor Summary				12/31/12	5/15/13	100													
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	11/2/15	100							Caltrans (FY 14-15 Q4)	\$ 13,000	\$ 13,459	\$ 75,863	\$ 74,937		
				\$ 4,944	\$ 4,944	Landscape Mitigation	6/27/12	10/1/12	100	9/1/19	8/1/18	PE									Caltrans	\$ 700	\$ 638	\$ 3,752	\$ 2,089
				\$ 106,259	\$ 91,489	Corridor Summary				9/1/19	8/1/18					5/1/21	10/1/20						\$ 13,700	\$ 14,097	\$ 79,615
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							Caltrans	\$ 2,500	\$ 2,453	\$ 13,833	\$ 16,470		
15	06	Tul	99	\$ 51,107	\$ 45,327	Tulare to Goshen 6 Ln	6/27/12	12/7/12	100	7/2/15	8/1/16	93							Caltrans (FY 15-16 Q1)	\$ 6,600	\$ 7,921	\$ 38,727	\$ 34,588		
16	06	Ker	99	\$ 29,372	\$ 26,622	South Bakersfield Widening	6/27/12	10/24/12	100	11/15/14	9/18/14	100							Caltrans	\$ 3,800	\$ 3,560	\$ 22,822	\$ 20,810		
17	10	Sta	99	\$ 42,849	\$ 33,401	Kiernan IC	6/27/12	11/27/12	100	9/1/15	5/13/16	96							Sta Cty	\$ -	\$ -	\$ 33,401	\$ 28,871		
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							Caltrans	\$ 1,700	\$ 1,498	\$ 8,528	\$ 7,380		
19	10	Mer	99	\$ 65,880	\$ 46,521	Merced Atwater Expwy Ph 1A	3/5/13	6/12/13	100	8/1/16	6/30/16	95							MCAG	\$ -	\$ -	\$ 46,521	\$ 31,718		
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							Elk Grove	\$ -	\$ 850	\$ 6,896	\$ 6,307		
21	03	Sac	99	\$ 1,930	\$ 1,108	Elkhorn Blvd IC	5/7/13	7/1/13	100	12/1/13	7/30/15	100							Sacramento	\$ -	\$ 360	\$ 1,330	\$ 1,298		
22	10	Sta	99	\$ 59,001	\$ 41,630	Pelandale Ave IC	10/8/13	2/25/14	100	12/10/16	12/15/16	73							Modesto	\$ -	\$ -	\$ 41,630	\$ 23,812		
23	06	Tul	99	\$ 36,050	\$ 7,000	Cartmill Interchange	1/29/14	6/3/14	100	4/1/15	5/31/16	95							Tulare Cty	\$ -	\$ 3,722	\$ 28,181	\$ 24,205		
Total Cost				\$ 1,293,403	\$ 966,977																				

*Section 1B of SR99 report details SR99 Bond Program funding loans

(2) SR99 Action Plans

Third 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 has evaluated the remaining projects in construction to estimate final costs. Caltrans has a proposal to right size the program.

(2b) Action Plans

Project #2

Island Park 6-Lane

The bond funded PSE, RW and Construction Support charges have exceeded the budget. This project is included in the plan to right size the program. CCA expected in May 2016 (contract extended to three years).

Project #3

Avenue 12 IC

Right of way costs have exceeded the budget amount due to pending final judgments for eminent domain actions.

Support costs may increase due to construction delays for utility relocation. This project is included in the plan to right size the program. CCA expected in May 2016 (contract extended to three years).

Project #5

Plainsburg Rd I/C

Additional funds are needed for construction support due to traffic control corridor coordination and to close out the project. Additional support costs were incurred to process over 50 Contract Change Orders. This project is included in the plan to right size the program.

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 approval was delayed impacting the construction schedule. Additional delays as a result of utility relocation work have also added working days to the contract. This project is included in the plan to right size the program.

Project #9

Manteca Widening Ph1 Additional funds are needed for construction support over-expenditures due to utility issues, construction right of way delays and to close out the project. This project is included in the plan to right size the program.

Project #13

Goshen to Kingsburg 6 Ln This project is included in the plan to right size the program. Claims review is ongoing and District is recommending to Board of Review June 2016. Construction Support increased with approximately \$1,700,000 Fed Demo. Corrective action plan is ongoing to utilize Fed Demo Funds.

Project #15

Tulare to Goshen 6 Ln This project is included in the plan to right size the program. Capital and support costs have increased due to unexpected utility conflicts. This project is included in the plan to right size the program.

Project #22

Pelandale Ave IC Forecasted costs for construction support exceed the approved budget (bond funded). Local agency has identified potential capital savings, an allocation amendment was approved at the March CTC meeting to modify the funding plan decreasing construction capital and increasing construction support to cover the additional support without a net change to the current project allocation.



**FY 2015-16
Third Quarter
Proposition 1B Local Bridge
Seismic Retrofit Program
Project Delivery Report**

January 1 – March 31, 2016

Federal Fiscal Year 2016

**Quarterly Report to the
California Transportation
Commission**



Local Bridge Seismic Retrofit Program Status

Third 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. This quarter one of the City of San Benito bridges was removed from the program because it was being funded by other sources and two of the YBI bridges were combined into one; therefore this report reflect the program delivery of 378 bond funded bridges from here on.

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Prop 1B) provides \$125 million of state matching funds to complete LBSRP. These funds are to be allocated to provide the 11.47 percent required local match for right of way and construction phases of the remaining seismic retrofit work on local bridges, ramps, and overpasses, and includes \$2.5 million set aside for bond administrative costs. An additional \$32.9 million of state funds has been identified to cover the non-federal match. These funds are available through an exchange of a portion of local funds received from the federal Highway Bridge Program (HBP). These funds are available to accommodate the current \$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 \$46.36 million of seismic bond funds have been sub-allocated to local agency bridges for a total of \$68.01 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 378 bridges in the program, the design phase has been completed on 320 bridges, construction is underway on 21 bridges, and retrofit is complete on 299 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
Monterey County	44C0009	Nacimiento Lake Drive	Construction
Monterey County	44C0151	Peach Tree Drive	Construction
Los Angeles	53C1875	Avenue 26	Complete
Stanislaus County	38C0202	Pete Miller Road	Complete
Colton	54C0078	La Cadena Drive	Complete
Colton	54C0079	La Cadena Drive	Complete
San Benito	43C0027	Panoche Road	Removed
San Francisco	01CA0004	EB 180 off ramp	Removed

Ten Longest Delivery Schedules Reported by Local Agencies

District	Local Agency	Bridge Number	Project Description	Estimated Bond Value	Estimated Construction Begin Date	Design phase (% Complete) as of 3/31/16	Design Phase (% Complete) as of 9/30/15
08	Barstow	54C0583	Yucca Street	\$50,000	9/3/18	0	0
10	Stanislaus County	38C0004	Hickman Road	\$820,105	12/31/18	35	35
07	Los Angeles	53C1403	The Old Road	\$402,429	2/28/19	50	50
04	Oakland	33C0215	Leimert Boulevard	\$557,968	3/27/19	0	0
04	Concord	28C0442	Marsh Drive	\$506,928	4/2/19	0	0
08	Barstow	54C0089	North 1 st Avenue	\$82,010	9/1/19	0	0
08	San Bernardino	54C0066	Mount Vernon Ave	\$3,452,670	6/5/20	30	30
08	Riverside County	56C0071	Mission Boulevard	\$3,670,400	6/15/20	0	0
12	Oceanside	57C0010	Douglas Boulevard	\$1,139,050	7/21/21	0	0
04	Sonoma County	20C0018	Bohemian Highway	\$2,992,454	5/2/22	0	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 3/31/16	State Funds Sub-Allocated as of 3/31/16
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	Nacimiento Lake Drive, over San Antonio River	Construction	\$805,194		
05	Monterey County	44C0151	Peach Tree Road, over Pancho Rico Creek	Construction	\$215,063	\$166,072	
05	Santa Barbara County	51C0039	Rincon Hill Road, over Rincon Creek	Construction	\$607,910		
05	Santa Cruz	36C0108	Murray Avenue, over Woods Lagoon	Right of Way	\$354,308		
05	Solvang	51C0008	Alisal Road, over Santa Ynez River	Construction	\$183,930	\$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	\$350,002	

Programmed Projects that had Advanced Sub-allocation in FFY 2016

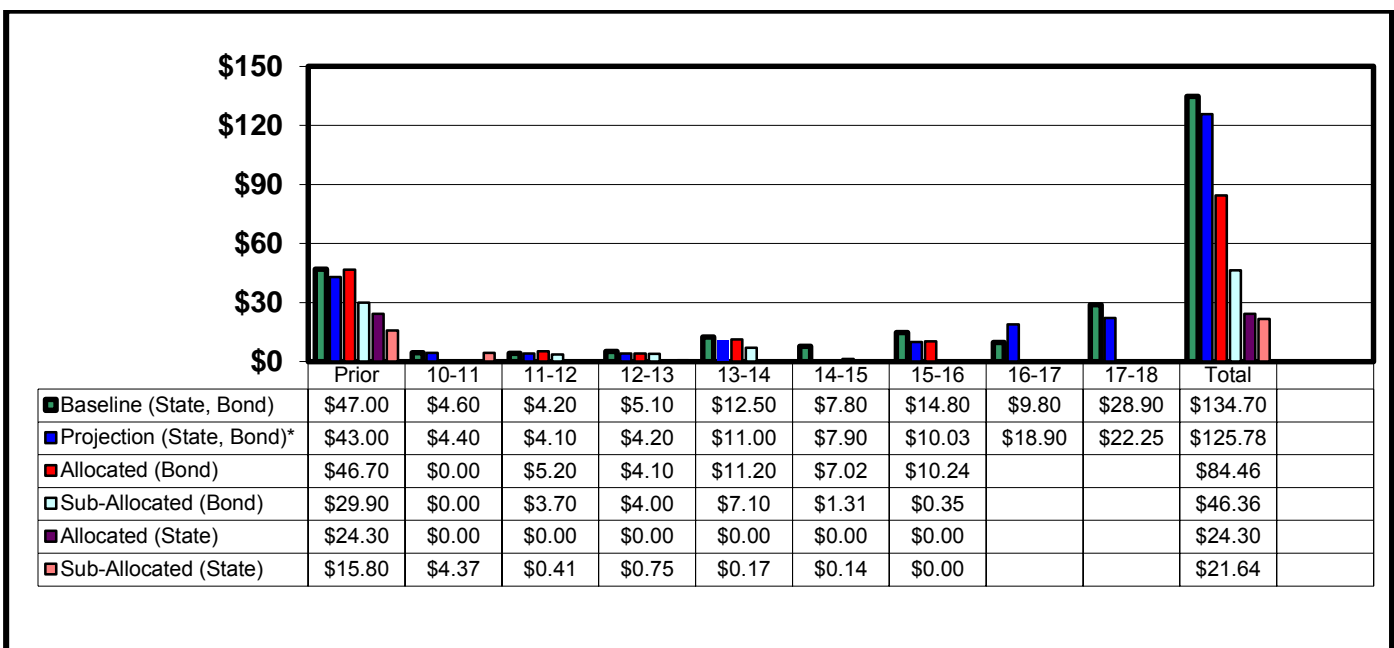
District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Amount Sub-Allocated as of 3/31/16	State Funds Sub-Allocated as of 3/31/16
			Total				

Allocation Summary

	Funds allocated for FY 2015-16	Sub-allocation as of 3/31/2016				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	2	\$350,002	0	\$0	\$9,889,203
State	\$2,645,341*	0	\$0	0	\$0	\$2,645,341
Total	\$12,884,546	0	\$350,002	0	\$0	\$12,534,544

*Remaining state allocation carried over from FY 2008-09

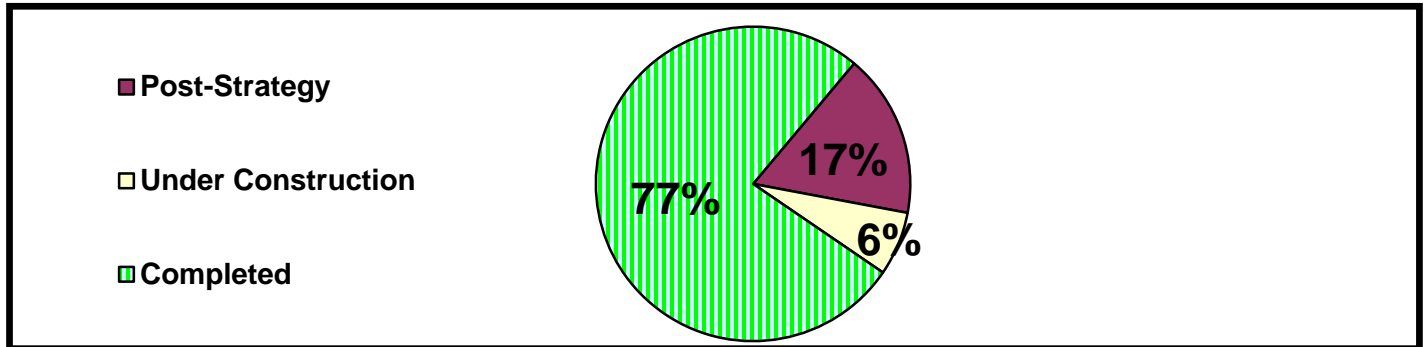
LBSRP Bond and State Capital Allocations (millions)



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	\$46.36
State RW & Const.	\$32.9	\$24.3	\$21.65
Total	\$155.4	\$108.8	\$68.01
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	4	58	69
Department of Water Resources	1	0	0	0	23	23
BART	1	0	0	0	152	152
San Francisco (YBI)		0	7	1	0	8
All Other Agencies	59	0	44	16	66	126
Total	63	0	58	21	299	378
Status per December 31 , 2015 Report	63	0	64	23	293	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	1		City of San Benito	Funded by other sources	379
379	1		San Francisco County Transportation Authority (YBI)	Combining two bridges into one	378

378 Bridges Remaining in the Program – 299 Bridges Completed = 79 Bridges in Progress

Local Bridge Seismic Retrofit Program Delivery Report (Active Projects)




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	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				8/31/16	98% Construction	✓	✗	✗
01	Mendocino County	10C0034	Eureka Hill Road	\$0	\$464,535		4/16/17	4/16/17	12/15/18	64% Design 6% ROW	✓	✗	✗
01	Mendocino County	10C0048	Moore Street	\$2,524	\$162,647				12/16/16	Waiting Award	✓	✓	✗
01	Mendocino County	10C0084	School Way	\$0	\$482,007				7/15/16	99% Construction	✓	✗	✗
02	Tehama County	08C0043	Jellys Ferry Road	\$11,000	\$974,950		9/1/16	9/1/16	1/30/19	75% Design	✓	✓	✗
04	Concord	28C0442	Marsh Drive	\$0	\$506,928	12/31/16	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	80% Design	✓	✗	✗
04	Fremont	33C0128	Niles Boulevard	\$0	\$458,800				3/31/17	14% Construction	✓	✓	✗
04	Healdsburg	20C0065	Healdsburg Avenue	\$0	\$244,311				4/29/16	99% Construction	✓	✓	✗
04	Oakland	33C0030	Embarcadero Street	\$0	\$1,742,450				6/30/18	6% Construction	✓	✗	✗
04	Oakland	33C0148	23rd Avenue	\$108,965	\$1,003,625		9/30/16	9/30/16	12/31/17	65% Design 10% ROW	✓	✗	✗
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	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	\$341,473				6/30/16	50% Construction	✓	✓	✗
04	Pittsburg	28C0165	North Parkside Drive	\$0	\$57,400		5/25/16		11/30/16	95% Design	✓	✓	✗
04	San Francisco County Transportation 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 Transportation Authority	01CA0003	East Bound I-80 off ramp connecting to Treasure Island Road (2 Bridges)	\$34,410	\$1,096,115		6/30/16	9/30/16	12/30/19	68% Design 65% ROW	✓	✗	✗

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

Phase Complete
 Completed ahead of schedule
 Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report




DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
04	San Francisco County Transportation Authority	01CA0006	Hillcrest Road West of Yerba Buena Island	\$0	\$264,672		6/30/16	9/30/16	12/30/19	68% Design 65% ROW	✓	✗	✗
04	San Francisco County Transportation Authority	01CA0008	Treasure Island road West of SFOBB	\$0	\$65,450		6/30/16	9/30/16	12/30/19	68% Design 65% ROW	✓	✓	✓
04	San Francisco County Transportation Authority	01CA007A	Treasure Island Road West of SFOBB	\$0	\$35,119		6/30/16	9/30/16	12/30/19	68% Design 65% ROW	✓	✓	✓
04	San Francisco County Transportation Authority	01CA007B	Treasure Island Road west of SFOBB	\$0	\$46,294		6/30/16	9/30/16	12/30/19	68% Design 65% ROW	✓	✗	✗
04	San Francisco County Transportation 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	85% Construction	✓	✓	✓
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	68% Design 70% ROW	✓	✗	✗
04	Sonoma County	20C0017	Watmaugh Road	\$22,740	\$562,639		9/30/16	3/30/17	10/13/17	75% 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	20C0155	Wohler Road	\$4,548	\$465,115				10/13/17	Waiting Award	✓	✓	✗
04	Sonoma County	20C0262	Boyes Boulevard	\$56,850	\$581,394		2/1/18	12/5/17	10/15/19	80% Design 55% ROW	✓	✓	✗
04	Vallejo	23C0152	Sacramento Street	\$0	\$219,000		6/1/17	No R/W	2/1/18	Design Phase Started	✓	✗	✗
05	Monterey County	44C0009	Nacimiento Lake Drive	\$14,510	\$402,597		6/30/16	8/31/16	12/31/16	93% Design 73% ROW	✓	✗	✗
05	Monterey County	44C0151	Peach Tree Road	\$5,735	\$215,063		6/30/16	8/31/16	10/18/16	99% Design 90% ROW	✓	✗	✗
05	Santa Barbara County	51C0001	Cathedral Oaks Road	\$0	\$229,400				4/30/16	99% Construction	✓	✗	✗
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	51C0017	Jalama Road	\$9,176	\$244,175				5/31/18	90% Construction	✓	✗	✗
05	Santa Barbara County	51C0039	Rincon Hill Road	\$5,735	\$71,841				6/30/16	90% Construction	✓	✓	✗
05	Santa Cruz	36C0108	Murray Avenue	\$38,540	\$1,065,678		11/30/16	11/30/16	4/30/19	96% Design 88% ROW	✓	✗	✗
05	Solvang	51C0008	Alisal Road	\$179	\$183,930			No R/W	12/23/16	2% Construction	✓	✓	✗
06	Bakersfield	50C0021L	Manor Street North Bound	\$0	\$298,220		11/24/16	No R/W	6/8/18	Design Phase Started	✓	✓	✗

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

 Phase Complete
  Completed ahead of schedule
  Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report




DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
06	Bakersfield	50C0021R	Manor Street South Bound	\$0	\$298,220		11/24/16	No R/W	6/8/18	Design Phase Started	✓	✓	✗
07	Los Angeles	53C0045	Beverly-First Street	\$0	\$848,780		7/31/16	No R/W	2/28/19	97% Design 97% ROW	✓	✓	✗
07	Los Angeles	53C0859	North Spring Street	\$0	\$229,400				7/30/17	66% Construction	✓	✓	✗
07	Los Angeles	53C1880	Sixth Street	\$0	\$29,851,420		12/31/16	12/31/18	12/31/19	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	78% Design	✓	✗	✗
07	Los Angeles	53C1882	Hyperion Avenue	\$0	\$290,191		6/30/17	No R/W	9/30/21	78% Design	✓	✓	✗
07	Los Angeles	53C1883	Glendale Boulevard	\$0	\$114,700		6/30/17	3/31/17	9/30/21	78% Design	✓	✓	✗
07	Los Angeles	53C1884	Glendale Boulevard	\$0	\$114,700		6/30/17	3/30/17	9/30/21	78% Design	✓	✓	✗
07	Los Angeles County	53C0070	East Fork Road	\$0	\$329,229				7/31/16	85% Construction	✓	✓	✓
07	Los Angeles County	53C0084	Slauson Avenue	\$0	\$128,805				10/31/18	100% Design	✓	✓	✗
07	Los Angeles County	53C0459	Wilmington Avenue 223	\$0	\$231,045		▲		6/30/16	60% Construction	✓	✓	✓
07	Los Angeles County	53C1403	The Old Road	\$0	\$402,429	▲	9/30/18	10/31/18	2/28/21	61% Design	✓	✓	✗
08	Barstow	54C0088	North 1st Avenue	\$0	\$350,000	6/1/16	1/1/18	1/1/18	3/1/20	1% Strategy	✓	✗	✗
08	Barstow	54C0089	North 1st Avenue	\$0	\$82,010	1/2/17	7/5/19	7/5/19	3/5/21	93% 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	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				6/30/16	Waiting Award	✓	✓	✗
08	Colton	54C0384	C Street	\$0	\$13,639				5/31/16	25% Construction	✓	✓	✗
08	Colton	54C0599	Rancho Avenue	\$0	\$35,367				5/31/16	85% Construction	✓	✗	✗

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

 Phase Complete
  Completed ahead of schedule
  Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
08	Grand Terrace	54C0379	Barton Road	\$0	\$52,188				12/30/17	100% Design	✓	✓	⊗
08	Indio	56C0084	Jackson Street	\$0	\$277,777			8/31/16	2/28/18	95% ROW	✓	⊗	⊗
08	Indio	56C0292	North Bound Indio Boulevard	\$5,735	\$241,868		7/29/16	8/31/16	2/28/18	95% Design 90% ROW	✓	⊗	⊗
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	Riverside County	56C0071	Mission Boulevard//Buena Vista	\$57,350	\$3,670,400	7/15/18	4/15/20	4/15/20	11/25/22	25% Strategy	✓	✓	⊗
08	San Bernardino	54C0066	Mount Vernon Avenue	\$0	\$3,452,670		10/4/19	10/4/19	2/24/23	30% Design	✓	✓	⊗
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	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	18% Construction	✓	⊗	⊗
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	58C0094	Winterhaven Drive	\$0	\$152,780		8/21/16	No R/W	2/21/17	Design Phase Started	✓	✓	⊗
11	Oceanside	57C0010	Douglas Drive	\$0	\$1,319,050	7/3/17	7/20/21	No R/W	1/21/23	Design Phase Started	✓	⊗	⊗
11	Santee	57C0398	Carlton Oaks Drive	\$0	\$46,000		8/31/16	No R/W	1/31/17	9% Design	✓	⊗	⊗

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

 Phase Complete
  Completed ahead of schedule
  Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report (Completed Projects)

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	04C0207	Williams Creek Road	\$4,588	\$140,080					Project Complete	☑	☑	☑
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	08C0009	Bowman Road	\$9,000	\$1,123,900					Project Complete	☑	☑	☑
03	Butte County	12C0120	Ord Ferry Road	\$3,000	\$1,525,510				▲	Project Complete	☑	☑	☑
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	☑	☑	☑
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	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	33C0202	Hegenberger Road	\$0	\$659,686					Project Complete	☑	☑	☑
04	Oakland	33C0238	Campus Drive	\$0	\$113,072					Project Complete	☑	☑	☑
04	Oakland	33C0253	Coliseum Way	\$0	\$497,029					Project Complete	☑	☑	☑
04	Peninsula Joint Powers Board	35C0087	Tilton Avenue	\$0	\$69,837					Project Complete	☑	☑	☑

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

Phase Complete ▲ Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report




DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
04	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	San Francisco Bay Area Rapid Transit District	33C0321	West Oakland Pier 110 to Transbay Tube Portal	\$0	\$124,083				▲	Project Complete	☑	☑	☑
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 5: A-Line North Aerials over public Roads (19 Bridges)	\$0	\$367,876					Project Complete	☑	☑	☑
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	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	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	20C0141	Annapolis Road	\$0	\$154,327					Project Complete	☑	☑	☑
04	Union City	33C0111	Decoto Road	\$0	\$522,223					Project Complete	☑	☑	☑
04	Union City	33C0223	Whipple Road	\$0	\$94,607					Project Complete	☑	☑	☑
05	King City	44C0059	First Street	\$0	\$39,342				▲	Project Complete	☑	☑	☑
05	Monterey County	44C0115	Schulte Road	\$0	\$508,121		▲			Project Complete	☑	☑	☑

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

Phase Complete Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report




DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
05	Monterey County	44C0158	Lonoak Road	\$0	\$233,250					Project Complete	✓	✓	✓
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 County	51C0002	San Marcos Road	\$0	\$109,874					Project Complete	✓	✓	✓
05	Santa Barbara County	51C0014	Jalama Road	\$0	\$73,497		▲		▲	Project Complete	✓	✓	✓
05	Santa Barbara County	51C0016	Jalama Road	\$0	\$55,842		▲		▲	Project Complete	✓	✓	✓
05	Santa Barbara County	51C0018	Union Pacific Railroad & Amtrak	\$3,885	\$170,308					Project Complete	✓	✓	✓
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	✓	✓	✓
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	✓	✓	✓
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	✓	✓	✓

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

 Phase Complete
  Completed ahead of schedule
  Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report




DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
06	Department of Water Resources	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	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	53C0096	Fletcher Drive	\$0	\$848,780					Project Complete	✓	✓	✓
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	53C1388	Winnetka Ave	\$0	\$45,306				▲	Project Complete	✓	✓	✓
07	Los Angeles	53C1875	Avenue 26	\$0	\$409,953					Project Complete	✓	✓	✓
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	53C0082	Washington Boulevard	\$0	\$12,815			▲	▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0085	Florence Avenue	\$0	\$33,325				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0106	Imperial Highway	\$0	\$117,037		▲	▲	▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0138	Union Pacific Railroad	\$0	\$3,766				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0139	College Park Drive	\$0	\$12,606				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0178	Valley Boulevard	\$0	\$236,783	▲				Project Complete	✓	✓	✓
07	Los Angeles County	53C0261	Avalon Boulevard	\$0	\$30,718			▲	▲	Project Complete	✓	✓	✓

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

 Phase Complete
  Completed ahead of schedule
  Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
07	Los Angeles County	53C0266	Willow Street	\$0	\$34,103				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0289	Azusa Avenue	\$0	\$405,399				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0329	Garey Avenue	\$0	\$30,869				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0375	Foothill Boulevard	\$0	\$287,750				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0377	Foothill Boulevard	\$0	\$60,835				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0445	Slauson Avenue	\$0	\$209,093				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0458	Union Pacific Railroad	\$0	\$32,388				▲	Project Complete	✓	✓	✓
07	Los Angeles County	53C0471	Washington Boulevard	\$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	✓	✓	✓
07	Los Angeles County	53C0867	Soto Street	\$0	\$357,666				▲	Project Complete	✓	✓	✓

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

 Phase Complete
  Completed ahead of schedule
  Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report




DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
07	Los Angeles County	53C0885	Long Beach Freeway	\$0	\$29,393				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0890L	Queens Way-South Bound	\$0	\$268,943				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0890R	Queens Way-South Bound	\$0	\$268,943				▲	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	53C1577	Oleander Avenue	\$0	\$17,584				▲	Project Complete	☑	☑	☑
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	Colton	54C0078	La Cadena Drive	\$0	\$13,092					Project Complete	☑	☑	☑
08	Colton	54C0079	La Cadena Drive	\$0	\$23,820					Project Complete	☑	☑	☑
08	Department of Water Resources	54C0449	Ranchero Street	\$0	\$155,000					Project Complete	☑	☑	☑
08	Department of Water Resources	54C0451	Mesquite Street	\$0	\$42,000					Project Complete	☑	☑	☑

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

■ Phase Complete ▲ Completed ahead of schedule ■ Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
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	Indio	56C0291	Jackson Street	\$0	\$237,795					Project Complete	✓	✓	✓
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	✓	✓	✓
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	Modesto	38C0050	Carpenter Road	\$0	\$1,187,886					Project Complete	✓	✓	✓
10	San Joaquin County	29C0187	Airport Way	\$0	\$420,730				▲	Project Complete	✓	✓	✓
10	Stanislaus County	38C0048	Geer Road	\$0	\$141,655					Project Complete	✓	✓	✓
10	Stanislaus County	38C0202	Pete Miller Road	\$0	\$44,733					Project Complete	✓	✓	✓
11	Del Mar	57C0207	North Torrey Pines Road	\$0	\$2,679,446				▲	Project Complete	✓	✓	✓
11	San Diego	57C0015	North Harbor Drive	\$0	\$1,351,438				▲	Project Complete	✓	✓	✓
11	San Diego	57C0416	First Avenue	\$0	\$698,119				▲	Project Complete	✓	✓	✓
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	✓	✓	✓

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

 Phase Complete
  Completed ahead of schedule
  Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
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	☑	☑	☑

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

Phase Complete ▲ Completed ahead of schedule Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

(Removed Projects)

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
02	Lassen County	07C0070	Road306/Capezulli	\$0	\$0					Bridge Removed			
02	Lassen County	07C0088	County Road 417	\$0	\$0					Bridge Removed			
02	Tehama County	08C0008	Evergreen Road	\$0	\$0					Bridge Removed			
03	Nevada County	17C0045	Hirschdale Road	\$0	\$0					Bridge Removed			
03	Nevada County	17C0046	Hirschdale Road	\$0	\$0					Bridge Removed			
04	Larkspur	27C0150	Alexander Avenue	\$0	\$0					Bridge Removed			
04	Oakland	33C0181	East 14th Street	\$0	\$0					Bridge Removed			
04	Oakland	33C0182	East 12th Street	\$0	\$0					Bridge Removed			
04	Peninsula Joint Powers Board	34C0052	Jerrold Avenue	\$0	\$0					Bridge Removed			
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 Jose	37C0299	Belt (Auzerias Street)	\$0	\$0					Bridge Removed			
04	San Jose	37C0300	Belt/Pipe(Auzerias & Del Monte)		\$0					Bridge Removed			
04	Santa Clara County	37C0159	Alamitos Road	\$0	\$0					Bridge Removed			
04	Sonoma County	20C0005	Geysers Road	\$0	\$0					Bridge Removed			
04	Sonoma County	20C0139	Wohler Road	\$0	\$0					Bridge Removed			
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	20C0407	West Dry Creek Road	\$0	\$0					Bridge Removed			
05	San Benito County	43C0027	Panoche Road	\$0	\$7,433					Bridge Removed			
05	Monterey County	44C0099	Boronda Road	\$0	\$0					Bridge Removed			
05	Monterey County	44C0042	Union Pacific Railroad & Amtrak	\$0	\$0					Bridge Removed			
05	Santa Barbara	51C0144	Southern Pacific Transportation Company	\$0	\$0					Bridge Removed			
05	Santa Barbara	51C0146	Union Pacific Railroad & Amtrak	\$0	\$0					Bridge Removed			
05	Santa Barbara	51C0150	Union Pacific Railroad & Amtrak	\$0	\$0					Bridge Removed			
05	Santa Barbara	51C0250	Chapala Street	\$0	\$0					Bridge Removed			

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

Phase Complete
 Completed ahead of schedule
 Behind schedule

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
06	Department of Water Resources	50C0113	Elk Hills Road	\$0	\$0					Bridge Removed			
07	Los Angeles	53C0784	At&Sf RR	\$0	\$0					Bridge Removed			
07	Los Angeles	53C0884	Ocean Boulevard	\$0	\$0					Bridge Removed			
07	Los Angeles	53C1362	Vanowen Street	\$0	\$0					Bridge Removed			
07	Los Angeles County	53C1710	Fruitland Avenue	\$0	\$0					Bridge Removed			
08	Indio	56C0283	S/B Indio Blvd.	\$0	\$0					Bridge Removed			
10	Merced County	39C0339	Canal School Road	\$0	\$0					Bridge Removed			
11	Imperial County	58C0092	Araz Road	\$0	\$0					Bridge Removed			
11	Oceanside	57C0322	Hill Street	\$0	\$0					Bridge Removed			
11	San Diego	57C0418	Georgia Street	\$0	\$0					Bridge Removed			
12	Newport Beach	55C0015	Park Avenue	\$0	\$146,242					Bridge Removed			
			Total	\$1,789,919	\$125,779,599								

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

Phase Complete
 Completed ahead of schedule
 Behind schedule



FY 2015-16
3rd Quarter Report
State-Local Partnership
Program

Quarterly Report to the
California Transportation
Commission



State-Local Partnership Program Progress Report
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SUMMARY:

This report covers the third 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 48 projects still in construction and 167 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:

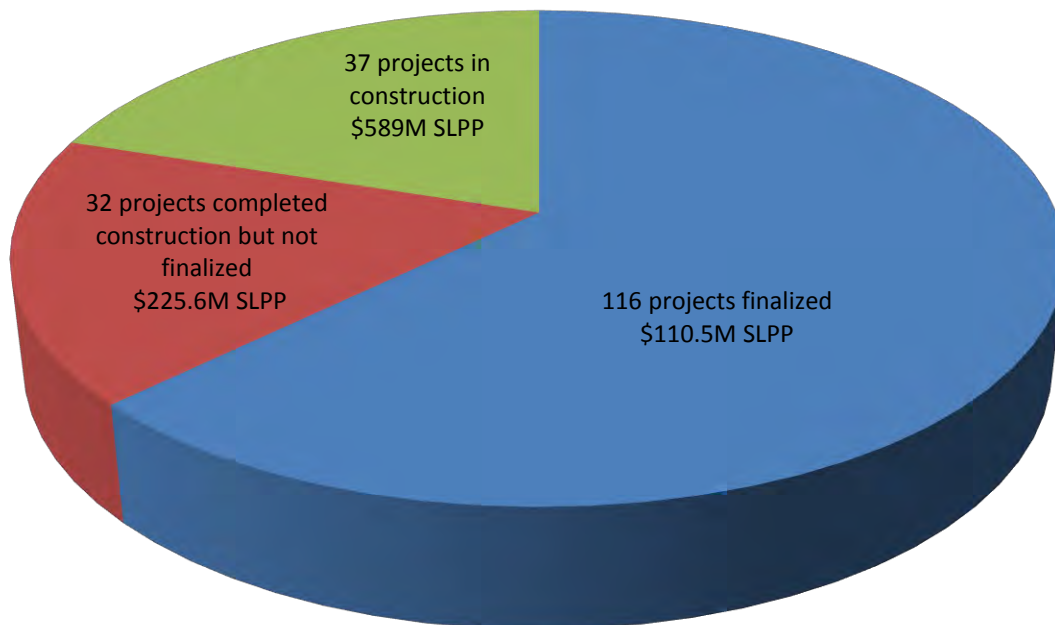
Each year the Commission reviewed projects that were nominated for the formula program. The Commission adopted those projects that met the requirements of Proposition 1B, the Highway Safety, Traffic Reduction and Port Security Bond Act of 2006, and had a commitment of the required match and any required 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 12 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 119 of these projects are complete with construction.

FORMULA PROGRAM PROJECT SUMMARY:

185 Formula Projects



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

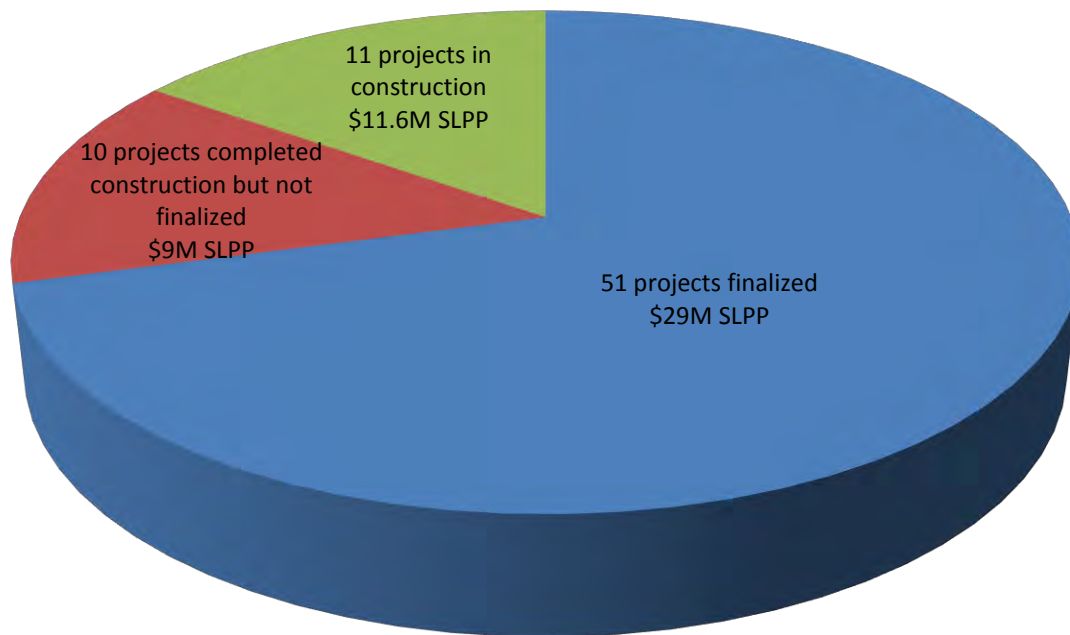
The following is the status of the competitive program projects. See the attached lists for specific project information.

- 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:

72 Competitive Projects



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	City of Sacramento	7558	Cosumnes River Blvd / I-5 Interchange (5)	\$82,917	\$70,056	\$7,691	1/2013	12/2012	99%	X		●	●	●	
3	3	SAC	Caltrans		Sac 50 – HOV (1)	\$128,536	\$100,736	\$7,214	10/2009	6/2009	100%	X		●	●	●	
4	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		●	●	●	
5	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	98%	X		●	●	●	
6	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%	X		●	●	●	
7	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	100%	X		●	●	●	
8	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	90%	X		●	●	●	
9	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		●	●	●	
10	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		●	●	●	
11	4	SF	Caltrans	7698	Doyle Drive (5) P3 project	\$849,169	\$605,799	\$19,366	1/2011	6/2013	90%	X		●	◆	●	
12	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	70%	X		●	●	●	
13	4	Vari	Peninsula Cnty Jnt Pwrs Brd	7671	Signal System Rehab (5)	\$2,600	\$2,600	\$233	3/2013	3/2013	100%	X		●	●	●	
14	4	SM	SamTrans	7655	Replacement Gillig Buses (5)	\$35,630	\$34,279	\$5,505	1/2013	12/2012	100%	X		●	●	●	
15	4	SM	Sam Trans	7694	Communications System Upgrade (5)	\$13,400	\$13,400	\$101	8/2013	5/2013	100%	X		●	●	●	
16	4	SM	City of E Palo Alto	7638	Street Resurfacing (5)	\$1,090	\$990	\$495	2/2014	5/2013	100%	X		●	●	●	
17	4	SM	City of San Bruno	7637	Road Rehab (5)	\$1,287	\$1,247	\$431	5/2013	5/2013	100%	X		●	●	●	
18	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		●	●	●	
19	4	SON	Caltrans		101 – Airport OC and I/C (4,5)	\$49,208	\$33,400	\$3,693	10/2012	4/2012 9/2012	100%	X		●	●	●	
20	4	SON	Caltrans		101 – Petaluma River Bridge (4)	\$127,347	\$77,000	\$1,865	10/2012	5/2012	94%	X		●	●	●	

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21	4	SON	Caltrans	7697	101 – Old Redwood Hwy OC & IC (5)	\$41,388	\$26,798	\$4,610	2/2013	9/2012	98%		X		●	●	●
22	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		●	●	●
23	6	FRE	Caltrans	7696	Kings Canyon Expressway Seg 2 (5)	\$43,600	\$23,000	\$11,500	6/2013	1/2013	100%	10/2014	X		●	●	●
24	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		●	●	●
25	6	FRE	City of Fresno	7675	Herndon EB Widening (5)	\$2,044	\$1,715	\$818	10/2013	6/2013	100%	8/2014	X		●	●	●
26	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		●	●	●
27	6	TUL	Dinuba	7511	Avenue 416 Widening -Rd 56 to Rd 80 (5)	\$22,730	\$22,730	\$7,551	11/2013	6/2013	70%		X		●	●	●
28	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	100%	3/2016	X		●	●	●
29	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		●	●	●
30	7	LA	LA County Metropolitan Transp Auth	7555	Transit Bus Acquisition (5)	\$297,070	\$297,070	\$36,250	1/2013	8/2012	100%	3/2016	X		●	●	●
31	7	LA	LA County Metropolitan Transp Auth	7664	Exposition Light Rail (5)	\$110,315	\$101,930	\$28,259	6/2013	3/2013	94%		X		●	●	●
32	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		●	●	●
33	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		●	●	●
34	7	LA	Caltrans		I-5 N. Carpool Lanes SR 118-170 (1)	\$236,001	\$136,075	\$25,075	5/2010	5/2009	99%		X		●	●	●
35	7	LA	Caltrans	7484	I-5 Carmenita Interchange (2)	\$395,167	\$171,930	\$14,925	7/2011	6/2010	84%		X		●	◆	●
36	7	LA	Caltrans		I-5 HOV Empire Ave I/C (4)	\$341,859	\$195,787	\$13,061	10/2012	5/2012	40%		X		●	●	●
37	8	RIV	City of Corona	7546	Foothill Parkway Westerly Extension (5)	\$23,500	\$23,500	\$7,000	12/2013	3/2013	65%		X		●	●	●
38	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		●	●	●
39	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		●	●	●
40	8	RIV	Riverside Cnty	7652	Fred Waring Drive Widening (5)	\$9,432	\$8,000	\$4,000	11/2013	6/2013	100%	1/2016	X		●	●	●
41	8	RIV	Riverside Cnty	7653	Rte 91 Corridor Improvement (5)	\$1,344,829	\$942,109	\$37,173	5/2013	3/2013	60%		X		●	●	●
42	8	SBD	SANBAG	7538	I-15 / Rancho Rd Interchange (4)	\$57,622	\$44,221	\$4,550	11/2012	5/2012	100%	5/2015	X		●	●	●

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43	8	SBD	SANBAG	7681	Downtown Passenger Rail Project (5)	\$92,757	\$66,347	\$10,921	12/2013	6/2013	56%		X		●	●	●
44	8	SBD	Town of Apple Valley	7682	Yucca Loma Bridge and Yates Road (5)	\$42,525	\$41,762	\$9,712	12/2013	6/2013	98%		X		●	●	●
45	8	SBD	City of Ontario	7688	South Milliken Avenue RR Grade Sep (5)	\$82,016	\$71,300	\$7,210	12/2013	6/2013	61%		X		●	●	●
46	8	SBD	City of Ontario	7691	Vineyard Avenue RR Grade Sep (5)	\$55,195	\$50,800	\$19,490	12/2013	6/2013	99%		X		●	●	●
47	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		●	●	●
48	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		●	●	●
49	10	SJ	Caltrans		Rte 99 South Stockton 6 Lane (5)	\$214,458	\$113,958	\$16,065	10/2012	6/2012 1/2013	77%		X		●	●	●
50	11	IMP	City of Imperial	7564	South N Street Reconstruction (5)	\$768	\$768	\$384	9/2013	3/2013	100%	8/2014	X		◆	◆	◆
51	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		●	●	●
52	11	SD	San Diego Assoc of Gov	7513	Blue Line Crossovers and Signals (4)	\$43,393	\$38,479	\$10,200	4/2011	10/2011	100%	1/2016	X		●	●	●
53	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	97%		X		●	●	●
54	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		●	●	●
55	11	SD	Caltrans		I-805 HOV Managed Lanes – North (4)	\$163,000	\$127,305	\$1,358	4/2012	10/2011	94%		X		●	●	●
56	11	SD	Caltrans	7699	I-5 Genessee Avenue Interchange (5)	\$83,944	\$64,857	\$8,000	12/2014	5/2013	43%		X		●	●	●
57	12	ORA	Orange County	7504	Cow Camp Rd (5)	\$39,900	\$37,900	\$4,160	6/2013	5/2013	99%		X		●	●	●
58	12	ORA	Orange County	7543	La Pata Avenue (5)	\$57,220	\$45,220	\$5,110	12/2013	6/2013	88%		X		●	●	●
59	12	ORA	City of Anaheim	7505	Brookhurst St Widening (5)	\$8,961	\$8,961	\$3,393	6/2013	5/2013	100%	6/2015	X		●	●	●
60	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		●	●	●
61	12	ORA	City of Cypress	7568	Cerritos Avenue Widening (5)	\$439	\$378	\$168	5/2013	3/2013	95%		X		●	●	●
62	12	ORA	City of Laguna Beach	7611	Trolley Bus Acquisition (5)	\$636	\$636	\$318	6/2013	1/2013	100%	3/2014	X		●	●	●
63	12	ORA	City of Laguna Woods	7616	El Toro Rd Reconstruction (5)	\$591	\$591	\$293	8/2013	3/2013	100%	8/2014	X		●	●	●
64	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		●	●	●
65	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		●	●	●
66	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		●	●	●

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67	12	ORA	City of Villa Park	7594	Street Rehab (5)	\$651	\$651	\$125	10/2013	6/2013	100%	4/2014	X		●	●	●
68	12	ORA	Caltrans	7700	I-5 HOV Pac Coast Hwy-San Juan Clark (5)	\$63,093	\$49,272	\$20,789	12/2013	6/2013	77%		X		●	●	●
69	12	ORA	Caltrans	7701	SR 91 Aux Lane / Tustin Ave - SR 55 IC (5)	\$41,930	\$28,000	\$14,000	10/2013	6/2013	94%		X		●	●	●
Totals						\$10.6B	\$8.5B	\$813.8M									

● 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
70	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
71	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
72	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
73	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
74	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
75	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
76	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
77	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
78	3	SAC	Sac RT	South Sac Light Rail Phase 2 Ext (3) 7501	\$31,500	\$30,793.4	\$31,500	\$30,793.4	\$7,200	\$7,200			10/2011	11/01/11	10/31/14
79	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
80	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
81	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
82	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
83	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
84	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
86	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
87	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
88	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
89	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
90	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
91	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
92	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
93	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
94	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
95	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
96	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
97	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
98	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

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99	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
100	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
101	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
102	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
103	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
104	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
105	6	MAD	City of Chowchilla	Presidential Street Resurfacing (5) 7613	\$527	\$510.9	\$480	\$494.6	\$240	\$240			6/2013	12/10/13	12/07/14
106	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
107	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
108	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
109	6	FRE	City of Fresno	Peach Ave Widening (5) 7668	\$12,311	\$10,664.2	\$7,300	\$6,119.8	\$3,650	\$2,997		\$653	1/2013	6/27/13	5/28/15
110	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
111	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
112	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
113	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
114	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
115	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
116	6	MAD	City of Madera	4 th 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
117	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
118	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
119	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
120	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
121	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
122	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]
123	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
124	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
125	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

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
126	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
127	8	SBD	Town of Yucca Valley	RT 62 – La Honda and Dumosa (5) 7661	\$3,702	\$3,076.5	\$2,594	\$1,968.5	\$778	\$535		\$243	1/2013	7/23/13	5/20/14
128	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
129	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
130	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
131	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
132	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
133	11	IMP	City of Calexico	5 th Street Repaving (5) 7563	\$1,030	\$599.5	\$1,030	\$599.5	\$515	\$300		\$215	3/2013	3/28/14	1/20/15
134	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
135	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
136	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
137	11	IMP	City of Westmorland	6 th Street and G Street Improvements (5) 7554	\$136	\$149.5	\$136	\$149.5	\$68	\$68			3/2013	8/7/13	3/27/14
138	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
139	12	ORA	Orange County	Dale Street Reconstruction (5) 7610	\$261	\$257	\$214	218.2	\$107	\$107			3/2013	5/21/13	10/10/13
140	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
141	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
142	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
143	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
144	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
145	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
146	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
147	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
148	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
149	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
150	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
151	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
152	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
153	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

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
154	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
155	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
156	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
157	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
158	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
159	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
160	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
161	12	ORA	City of Irvine	Campus Dr Rehab (5) 7604	\$2,774	\$2,695.8	\$2,500	\$2,461.6	\$1,138	\$1,138		\$244	1/2013 6/2013	6/11/13	8/11/14
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

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
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
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					\$332.5M	\$303.1M	\$327.3M	\$298.3M	\$115.9M	\$110.5M	\$22K	\$5.64M			

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 funds will be allocated to this project at the June 2016 Commission meeting.

Project 35: 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 pending.

Project 50: South N Street Reconstruction

The current status is unknown, the agency did not report quarterly update. Agency has been requested to complete Final Delivery Report so the project can be closed.

SLPP Updates – Formula Projects

Project 4: Sac 50 – HOV

Project was completed in May 2013. A Final Delivery Report has been submitted for the use of SLPP funds and it is in the process of being verified and corrected as necessary.

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	99%		X		●	●	●	
190	3	SAC	Sac RT	7674	Cosumnes River College Transit Station (5)	\$89,822	\$89,822	\$1,000	7/2013	5/2013	98%		X		●	●	●	
191	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		●	●	●	
192	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		●	●	●	
193	5	SLO	San Luis Obispo County	7623	Willow Rd Extension Mitigation (5)	\$750	\$750	\$375	3/2013	3/2013	90%		X		●	●	●	
194	7	LA	City of Lancaster	7665	25 th Street East Alignment (5)	\$722	\$722	\$361	12/2013	6/2013	94%		X		●	●	●	
195	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		●	●	●	
196	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		●	●	●	
197	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		●	●	●	
198	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		●	●	●	
199	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	99%		X		●	●	●	
200	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		●	●	●	
201	8	SBD	City of Highland	7631	5 th Street Corridor Improvements (5)	\$3,795	\$3,795	\$1,000	11/2013	6/2013	15%		X		●	●	●	
202	8	SBD	City of Highland	7690	Baseline Greenspot Traffic Safety (5)	\$974	\$974	\$393	11/2013	6/2013	100%	10/2015	X		●	●	●	
202	8	SBD	City of Rancho Cucamonga	7635	I-15 Baseline Rd Interchange Improvements (5)	\$50,883	\$37,983	\$1,000	4/2014	6/2013	61%		X		●	●	●	
204	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		●	●	●	
205	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		●	●	●	
206	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						\$421M	\$357.8M	\$20.6M										

● 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
207	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
208	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
209	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
210	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
211	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
212	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
213	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
214	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
215	3	PLA	City of Lincoln	Nelson Lane Improvements (5) 7620	\$1,400	\$7,037.6	\$1,200	\$6,582.7	\$600	\$600			6/2013	4/10/14	3/10/15
216	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
217	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
218	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
219	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
220	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
221	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
222	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
223	5	SB	City of Goleta	Los Cameros/Calle Roundabout (3) 7478	\$2,218	\$1,631.6	\$1,285	\$1,319.4	\$335	\$335			10/2011	3/01/12	11/15/13
224	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
225	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
226	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
227	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
228	6	FRE	City of Fresno	Traffic Sig Shields/Temperance(5) 7670	\$445	\$339.9	\$430	\$325.4	\$215	\$159		\$56	6/2013	6/05/14	3/17/15
229	6	FRE	City of Fresno	Traffic Sig Audubon/Cole (5) 7672	\$377	\$327.3	\$362	\$318.6	\$181	\$151		\$30	6/2013	4/03/14	7/08/15
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	12 th 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	11 th 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	12 th 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	10 th 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 3 rd 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

Competitive Projects - Completed															
PROJECT NUMBER	DISTRICT	COUNTY / AGENCY	AGENCY	PROJECT NAME/ (SLPP Cycle)	APPROVED TOTAL PROJECT COST X \$1,000	ACTUAL TOTAL PROJECT COST X \$1,000	APPROVED TOTAL CONST COST X \$1,000	ACTUAL TOTAL CONST COST X \$1,000	APPROVED SLPP FUNDS X \$1,000	ACTUAL SLPP FUNDS X \$1,000	DE-ALLOCATED SLPP SAVINGS X \$1,000	NON DE-ALLOCATED SLPP SAVINGS X\$1,000	ALLOCATION DATE	ACTUAL CONST START DATE	ACTUAL CONST END DATE
252	10	AMA	Amador County 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
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					\$144.9M	\$175.6M	\$140.3M	\$144.9M	\$31.6M	\$29M	\$2.32M	\$276K			

SLPP Corrective Actions – Competitive Projects

There are no SLPP Competitive project corrective actions this quarter.

SLPP Updates – Competitive Projects

Project 199: SR 210 Greenspot Road

Project was previously shown as 100% complete with construction. It is now showing as 99% complete with construction and an estimated end construction date of May 2016.



**FY 2015-16
Third Quarter
Traffic Light
Synchronization Program
Project Delivery Report**

**Quarterly Report to the
California Transportation
Commission**



TRAFFIC LIGHT SYNCHRONIZATION PROGRAM PROGRESS REPORT

BACKGROUND

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

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

Program Summary

TLSP Third Quarter Progress Report for fiscal year 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, 71 have completed construction. The City of Los Angeles has completed construction on 15 projects with a total allocation of \$115,002,800, while agencies other than the City of Los Angeles have completed construction on 56 projects with a total allocation of \$77,018,794. The City of Los Angeles has expended \$104,775,450 in allocated funds.

At the close of the Third Quarter ending March 30, 2016, 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***	<u>\$6,315,100</u>
Total	\$7,063,100

Note:

*The agency anticipates requesting allocation in August.

**Savings from the Los Angeles projects will be added to this project.

***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	20	●	●	●		
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	6765	ATCS - Santa Monica Fwy Corridor Phase 2	\$6,515,500	\$7,507,800	\$0	Dec-13	Jan-14	Jan-15	98	●	●	■		See pg 6
7	LA	Los Angeles	6766	ATCS - West Adams	\$4,250,800	\$4,870,120	\$0	Jun-14	Nov-14	Nov-15	80	●	●	■		See pg 6
7	LA	Los Angeles	6768	ATCS - Wilshire East	\$4,877,900	\$5,597,300	\$0	Feb-14	May-14	May-15	90	●	●	■		See pg 6

Los Angeles Prog Total	\$31,997,200	\$51,781,920	\$0
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●	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	\$15,867,417	Jan-11	Jan-11	Oct-13	95	●	●	■		See pg 6
7	LA	Compton	6747	Rosecrans Avenue	\$682,734	\$944,176	\$611,361	Apr-10	Feb-11	Oct-12	98	●	●	■		See pg 6
7	LA	Inglewood	6758	La Brea Avenue	\$426,000	\$606,000	\$0	Aug-13	Aug-13	Jan-14	97	●	●	■		See pg 6

Agencies other than City of Los Angeles Prog Total	\$19,827,139	\$27,168,581	\$16,478,778
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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 6
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	100	●	●	■		See pg 6
7	LA	Los Angeles	6767	ATCS - Westwood / West Los Angeles	\$3,484,200	\$4,009,200	\$2,531,994	Jun-12	Jan-12	Feb-15	100	●	●	■		See pg 6
7	LA	Los Angeles	6769	ATSAC - Canoga Park	\$10,316,400	\$11,031,100	\$8,663,718	Jan-11	Jul-11	Apr-14	100	●	●	☒		
7	LA	Los Angeles	6770	ATSAC - Canoga Park Phase 2	\$9,228,900	\$9,943,600	\$8,613,481	Jan-11	Jun-11	Jul-14	100	●	●	☒		
7	LA	Los Angeles	6771	ATSAC – Foothill	\$8,802,900	\$9,425,400	\$8,263,362	Oct-11	Jul-11	Jul-14	100	●	●	☒		
7	LA	Los Angeles	6772	ATSAC - Harbor - Gateway 2	\$7,899,000	\$8,891,000	\$7,899,000	Apr-10	Mar-11	Apr-14	100	●	●	●	●	
7	LA	Los Angeles	6773	ATSAC - Pacific Palisades / Canyons	\$6,922,200	\$7,548,300	\$6,735,072	Jan-11	Jul-11	Jul-14	100	●	●	■		See pg 6
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	\$7,220,700	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	\$10,387,848	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	\$8,702,743	Oct-11	Jul-11	Jul-14	100	●	●	■		See pg 7

Los Angeles Prog Total	\$115,002,800	\$126,443,900	\$104,775,450
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- Project is on time, on budget, or within scope.
- ▲ Possible issue identified.
- Issue has been identified.
- ☒ Closeout report is being reviewed

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	Jan-10	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	SCI	San Jose**	6801	TLSP	\$15,000,000	\$20,000,000	\$15,000,000	Jan-10	Jan-09	Jun-13	100	●	●	●	●	
4	SCI	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	●	●	●	●	
4	SM	San Mateo C/CAG**	6805	SMART Corridor Projects	\$17,500,000	\$35,349,000	\$17,500,000	Sep-12	Dec-09	Jun-13	100	●	●	■		See pg 6
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

●	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	Pasadena	6789	Orange Grove Boulevard	\$188,000	\$235,000	\$188,000	Jan-12	Apr-12	Apr-13	100	●	●	■	■	See pg 7
7	LA	Pasadena	6784	California Boulevard	\$68,000	\$76,000	\$56,000	Jan-12	Apr-12	Apr-13	100	●	●	■	■	See pg 7
7	LA	Pasadena	6788	Los Robles Avenue	\$107,000	\$134,000	\$100,000	Jan-12	Apr-12	Apr-13	100	●	●	■	■	See pg 7
7	LA	Pasadena	6791	Sierra Madre Boulevard	\$110,000	\$138,000	\$104,000	Jan-12	Apr-12	Apr-13	100	●	●	■	■	See pg 7
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					withdrawn
7	LA	Pasadena	6786	Fair Oaks Avenue							0					withdrawn
7	LA	Pasadena	6790	San Gabriel Boulevard							0					withdrawn

Agencies other than City of Los Angeles Prog Total	\$77,018,794	\$132,728,174	\$75,471,369
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* **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 2(Project ID 6765)

The agency stated that delays in construction were due to conflicts in the construction schedule between multiple projects. The project is behind schedule by 13 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 project is behind schedule by 4 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 project is behind schedule by 10 month from the currently approved schedule. The agency anticipates completing construction by July 2017.

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 26 months from the currently approved schedule. The agency anticipates completing construction by December 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 37 months from the currently approved schedule. The agency anticipates completing construction by April 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 23 months from the currently approved schedule. The agency anticipates completing construction by April 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 – Two projects (Project ID 6764 & 6767)

The agency stated that delays in construction were due to conflicts in the construction schedule between multiple projects. The projects completed construction in March 2016, the agency is currently working on the closeout reports for the projects.

City of Los Angeles – ATSAC – Pacific Palisades/Canyons(Project ID 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.

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 completed construction in March 2016, 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.

City of Pasadena – Total of three projects (Project ID 6784, 6788, 6791)

The agency stated that the projects were behind schedule due to delays in design engineering. The projects completed construction in March 2016, the agency is currently working on the closeout reports for the projects.



FY 2015-16
Third Quarter Report
Highway Railroad Crossing
Safety Account

Quarterly Report to the
California Transportation
Commission



SUMMARY:

This report is for the Highway Railroad Crossing Safety Account (HRCSA) for the third 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 \$242,354,000 has been allocated to 37 projects, and \$198,226,000 expended. Included are the administrative costs of \$5.0 million. Twenty two of the 37 projects have completed construction. The amount of unprogrammed available funds is \$2,640,000.

STATUS:

2008 Sixteen projects programmed with \$161.4 million. Sixteen projects allocated with \$116.6 million. \$115.3 million expended. Fourteen projects completed construction and submitted final delivery report.

<p>■ Riverside Drive</p>	<p>Project is 80% complete. Reason of Delay: Project was delayed because of several factors; such as the unforeseen underground soil conditions, several structure bent foundations, utility and easement delays with the vendors, and rescheduling for demolition of the bridge.</p>	<p>ConEnd Oct 2016 (21 months behind)</p>
<p>■ Sand Canyon</p>	<p>Project is 100% complete. Reason of Delay: Construction was delayed due to utility relocation. The construction of the underground IRWD water lines were delayed. Other contributors to the overall project delays with the pump stations, discovery and removal of contaminated soils, construction of the Maintenance of Way (MOW) facility. OPEN TO TRAFFIC.</p>	<p>ConEnd April 2016 (28 months behind)</p>

2010 Eight Projects programmed with \$71.4 million. Eight projects allocated with \$66 million. \$51.6 million expended. Four projects completed construction and submitted final delivery report.

<p>■ Bardsley Avenue</p>	<p>Project is 100% complete. Reason of Delay: Extensive delays have been encountered during the initial stages of the project. Project required relocation of the Utility facilities, fiber optics, communication lines, gas lines, petroleum pipelines. Material delivery delays for the construction of the shoo-fly track. Coordination for the track closure with UPRR and its crew for the rail tie-in and the connection to the new tracks and construction of the UPRR bridge, multiple turnovers with UPRR personnel and scheduling delays. The drainage system within the new UPRR bridge was not functioning properly lead to several track closures to remove ballast and investigation of the cause of the drainage system failures. And the additive alternative emergency back-up generators to lift station pumps . OPEN TO TRAFFIC.</p>	<p>ConEnd Dec 2015 (30 months behind)</p>
<p>■ North Spring Street</p>	<p>Project is 65% complete. Reason of Delay: Project was delayed because of several factors; soil conditions, permits, stoppage of construction because of the Los Angeles river conditions, utility and easement delays with the vendors, and work bridge delays.</p>	<p>ConEnd Aug 2016 (15 months behind)</p>
<p>■ Nogales Street Grade Separation</p>	<p>Project is 94% complete. Reason of Delay: Several delays caused by the 3rd party utility companies, with its relocation lines. The gas transmission had to be relocated under SoCal Gas scheduling. Fiber optics and communication lines were rescheduled. The contractor had to wait and work around the scheduling of the utilities companies, and reassign work activities and work on additional shifts and weekends to catch up. Expect to be open to traffic in June 2016.</p>	<p>ConEnd April 2015 (12 months behind)</p>
<p>■ Warren Avenue Grade Separation</p>	<p>Project is 90% complete. Reason of Delay: The delayed has been caused to the required improvements that included 3 bio-retention areas to treat storm water runoff to meet the RWQCB permit. The contractor did not achieve the results, the bio-retention areas need 70% vegetation to filter out the contaminants and silt, working on a feasible solution. OPEN TO TRAFFIC.</p>	<p>ConEnd June 2015 (9 months behind)</p>

2012 Thirteen projects programmed with \$42.8 million. Thirteen projects allocated with \$41.3 million. \$31.3 million expended. Four projects completed construction and submitted final delivery report.

<p>■ Grant Line Road</p>	<p>Project is 100% complete. Reason of Delay: The main reason for the delay was due to Utility relocations and especially the relocation of the large transmission tower. And getting the correct irrigation pumps and to power them. OPEN TO TRAFFIC.</p>	<p>ConEnd Dec 2015 (15 months behind)</p>
<p>■ Officer Bradley Moody/Marina Bay</p>	<p>Project is 98% complete. Reason of Delay: The City encountered the untimely relocation of public utilities in the ROW which was complex with one particular provider, unforeseen archeological findings, and technical issues with the pump station communications. OPEN TO TRAFFIC.</p>	<p>ConEnd Dec 2015 (10 month behind)</p>
<p>■ Santa Fe Trail</p>	<p>Project is 65% complete. Reason of Delay: Various configurations to the large approach ramp structures, and the length of time necessary to obtain a railroad agreement</p>	<p>ConEnd Feb 2016 (15 months behind)</p>
<p>■ Branford</p>	<p>Project is 98% complete. Reason of Delay: Delays due to protracted municipal contracting and change orders. Issued with contract task orders to signal construction contractor and signal construction inspector. OPEN TO TRAFFIC.</p>	<p>ConEnd Aug 2015 (31 months behind)</p>

2014 One project programmed with \$18.3 million. One project allocated with \$18.3 million, but no expenditures have occurred.

<p>■ Fullerton Road Grade Separation</p>	<p>Project was allocated in December 2015. Expect Out-to-bid in late March 2016. Expect chosen contractor for construction work in April 2016.</p>	<p>ConEnd Sept 2019</p>
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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	Completion	S	B	Sc
08	1	7	LA	City of LA	Riverside Drive GS Replacement	\$60,964	\$5,000	\$5,000	\$3,846	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	*100%	●	●	■
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	*100%	●	●	■
10	1	7	LA	ACE	Nogales Street GS	\$85,430	\$25,600	\$25,600	\$15,562	4/25/12	Feb-12	May-12	Apr-15	94%	●	●	■
10	1	4	ALA	City of Fremont	Warren Avenue GS	\$68,782	\$9,600	\$9,600	\$7,730	3/28/12	June-12	June-12	Jun-15	90%	●	●	■
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	65%	●	●	■
12	1	3	SAC	City of Elk Grove	Grant Line Road GS Project	\$30,375	\$5,000	\$3,505	\$2,423	5/3/13	Feb-13	Dec-13	Dec-14	*100%	●	●	■
12	1	10	SJ	City of Lathrop	Lathrop Road GS with UPRR	\$16,855	\$5,000	\$5,000	\$4,870	5/7/13	Aug-13	June-13	Oct-15	*100%	●	●	■
12	1	4	SM	PCJPB	San Mateo Bridges GS Project, PII	\$30,000	\$9,000	\$9,000	\$5,900	5/21/14	May-14	Oct-14	May-16	85%	●	●	●
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	98%	●	●	■
12	2	10	SJ	Port of Stockton	Navy Drive/BNSF Underpass (2 of 2)	\$2,567	\$2,567	\$2,567	\$2,139	6/25/14	March-14	Dec-14	Aug-15	98%	●	●	■
12	2	4	CC	City of Richmond	Officer Bradley A. Moody/Marina Bay	\$42,180	\$4,230	\$4,230	\$3,798	5/3/13	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	\$2,086	6/25/14	Feb-14	Dec-14	Dec-14	65%	●	●	■
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	\$2,114	6/25/14	Dec-14	Dec-14	Feb-16	80%	●	●	●
14	1	7	LA	ACE	Fullerton Road GS	\$153,184	\$18,306	\$18,306	\$0	12/10/16	March-16	-	Sept-19	0%	●	●	●
						\$634,623	\$117,730	\$114,853	\$70,786								

● 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

Cmpt at *100%: Projects are completed and open to traffic, but need close out reports.

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 Expenditures
08	1	6	KER	County of Kern	BNSF GS 7 th 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	\$955	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	\$2,668	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	\$7,413	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	\$6,484	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	6 th 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	\$10,051	6/30/10	Dec-10	Sept-12	June-13	\$10,051
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	\$5,280	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	\$7,424	4/07/10	July-10	Sept-14	Mar-15	\$7,424
10	2	12	ORA	OCTA	San Clemente Beach Trail Xings	\$4,500	\$2,169	\$2,170	6/27/12	May-13	June-15	Sept-15	\$2,170
10	2	3	SAC	City of Sacramento	6 th Street, OverXing Roadway	\$15,730	\$7,865	\$7,151	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	\$9,124	8/10/11	Aug-11	May-15	Aug-15	\$9,124
10	2	7	LA	SCRRA	Broadway-Brazil Street Grade Xing	\$9,100	\$4,000	\$233	2/22/12	March-12	Dec-13	Mar-16	\$233
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
12	2	7	LA	SCRRA	Woodley Avenue Grade Xing Safety	\$1,000	\$500	\$500	12/10/16	May-13	May-15	Mar-16	\$438
						\$495,922	\$176,306	\$127,501					\$127,440

* SCRRA – Woodley Avenue Grade Xing Safety project, need to be deallocated \$61,000.



FY 2015-16
Third Quarter Report
Proposition 1B Intercity
Rail Improvement Program

Quarterly Report to the
California Transportation
Commission



SUMMARY:

This report is for the third 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, and eight projects are completed, for a total allocation of \$337,599,000, and \$54,451,000 to be allocated. The total programmed amount is \$392,050,000 and \$107,000 is unprogrammed.

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. The new revised schedule will be submitted in Mid-April 2016. Project is behind 18 months behind original approved schedule.

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 Quarterly 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 was conducted and passed. Floor fire test is scheduled in April 2016.

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 99% 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, expect signed off March 2016. Task Order #3 has been reviewed by Amtrak and Caltrans for submittal to Nomad, to start in May 2016. 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 98 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. This project also has Public Transportation Account (PTA) funds for \$6.6 million for the environmental phase that was allocated December 11, 2013. The PTA funds are in jeopardy due to the STIP realignment. The document includes several site selection alternatives including potential improvements to the Oakland Maintenance Facility as well as new mid-route site selections in the valley, and other facilities components.

Project No. 4:

Oakley to Port Chicago Double Track, Segment 3 – Construction is 76 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 91 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 IIP funds are in jeopardy due to the STIP realignment.

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 allocation approved for \$30.5 million in construction 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 35 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 95 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. Completed cutover to new traffic signal systems.

PROJECT COMPLETION:

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. Close out by next quarter in the Summer 2016. **PROJECT OPEN TO PUBLIC.**

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. Close out by next quarter in the Summer 2016. **PROJECT OPEN TO PUBLIC.**

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.

(numbers in thousands)

Project	Corridor	Agency	Project Name	Programmed	Allocated	Expend	Date Allocated	Contract Award	Approved End Const	% Completion	S	B	Sc
1	CC, PS, SJ	*Caltrans	Procurement of Locomotives and Railcars	-	\$42,000	\$5,073	Dec-11	Nov-12	Sept-18	12%	●	●	●
1	CC, PS, SJ	*Caltrans	Option Locomotives	\$150,000	\$100,000	\$3,057	Dec-14	Oct-15	Sept-19	3%	●	●	●
1	CC, PS, SJ	*Caltrans	On-board Information System (OBIS)	-	\$8,000	\$217	Dec-14	April-12	Oct-13	2%	●	●	●
2	PS	SANDAG	San Onofre to Pulgas Double Track Phase 1 – PA&ED	\$3,146	\$3,146	\$3,146	Jan-10	May-10	N/A	100%	●	●	●
2	PS	SANDAG	San Onofre to Pulgas Double Track Phase 1 - CON	\$25,754	\$25,754	\$25,589	Mar-13	Sept-13	Sept-16	98%	●	●	●
2	PS	SANDAG	San Onofre to Pulgas Double Track Phase 2 – PS&E	\$1,100	\$1,100	\$971	May-15	Apr-14	N/A	100%	●	●	●
3	CC	Caltrans	Northern California Maintenance Facility - ROW	\$900	\$0	\$0	-	-	-	-	■	■	■
3	CC	Caltrans	Northern California Maintenance Facility - CON	\$18,251	\$0	\$0	-	-	-	-	■	■	■
4	SJ	Caltrans/BNSF	Oakley to Port Chicago Double Track, Segment 3	\$25,450	\$25,450	\$19,450	Oct-11	Sept-12	Feb-17	76%	●	●	●
5	PS, CD	Caltrans	Coast Daylight Track and Signal – PS&E	\$2,500	\$0	\$0	-	-	-	-	■	■	■
5	PS, CD	Caltrans	Coast Daylight Track and Signal – CON	\$22,500	\$0	\$0	-	-	-	-	■	■	■
6	PS	LACMTA	Raymer to Bernson Double Track – PS&E	\$6,500	\$6,500	\$5,682	Jan-14	Apr-14	N/A	91%	●	●	●
6	PS	LACMTA	Raymer to Bernson Double Track – CON	\$10,300	\$0	\$0	-	-	-	-	■	■	■
7	PS	LACMTA	Van Nuys North Platform – PS&E	\$4,000	\$4,000	\$2,985	Dec-13	Jun-14	N/A	100%	●	●	●
7	PS	LACMTA	Van Nuys North Platform – CON	\$30,500	\$30,500	\$0	Jan-16	-	July-18	-	●	●	●
8	CC	CCJPA	Capitol Corridor Track, Bridge and Signal Upgrade	\$1,305	\$1,305	\$455	May-14	Jun-14	May-17	35%	●	●	●
9	PS	SCRRA	Ventura County Sealed Corridor Grade Crossing Improvement Project	\$218	\$218	\$0	Aug-14	Dec-14	Oct-16	95%	●	●	●
				302,424	247,973	66,629							

● 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

CC: Capitol Corridor Coast Daylight: CD Pacific Surfliner: PS San Joaquin: SJ

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

PROJECT OPERATIONAL/FINAL REPORT SUBMITTED

Project	Corridor	Agency	Project Name	Programmed Amount	Funding Allocated	Actual Expenditures	Actual Date Allocated	Contract Award Date	End Construction	Final Delivery Report
10	Pacific Surfliner, Metrolink	Caltrans/BNSF	Commerce Fullerton Triple Track Segment 6	\$ 31,992,000	\$ 31,992,000	\$31,991,132	Aug-08	Feb-09	Jun-12	May-13
11	San Joaquin	Caltrans/BNSF	Kings Park Track and Signal Improvements	\$ 3,500,000	\$ 3,500,000	\$ 3,500,000	Aug-08	Oct-08	Jun-12	Oct-12
12	Capitol Corridor, San Joaquin	CCJPA	Emeryville Station and Track Improvements	\$ 6,151,000	\$ 6,151,000	\$ 6,150,678	May-08	Sep-08	Jul-12	Jul-12
13	Capitol Corridor	CCJPA	Bahia Benicia Crossover and Track Improvement Project	\$ 3,445,000	\$ 3,445,000	\$ 3,444,434	Apr-08	Sep-08	Jul-12	Mar-14
14	Pacific Surfliner Metrolink	SCRRA	SCRRA Sealed Corridor	\$ 2,782,000	\$ 2,782,000	\$ 2,781,257	Apr-08	Nov-11	Jul-12	Mar-14
15	Capitol Corridor, San Joaquin	CCJPA	Wireless Network for Northern California IPR Fleet	\$ 3,750,000	\$ 3,750,000	\$ 2,926,814	Jan-11	Apr-11	Jun-15	Jun-15
16	Pacific Surfliner	SANDAG	Santa Margarita Bridge and Double Track	\$ 16,206,000	\$ 16,206,000	\$ 13,046,430	Apr-08	Aug-08	May-14	Dec-15
17	Pacific Surfliner	SCRRA	New Station Track at LA Union Station	\$ 21,800,000	\$ 21,800,000	\$ 20,098,290	Apr-08	Jul-09	Jun-15	Dec-15
TOTAL				\$89,626,000	\$89,626,000	\$83,939,035				



**FY 2015-16
Third Quarter Report
Trade Corridors
Improvement Fund**

**Quarterly Report to the
California Transportation
Commission**



Trade Corridors Improvement Fund Progress Report

SUMMARY

This report covers the third quarter of Fiscal Year (FY) 2015-16 (January through March) for the Trade Corridors Improvement Fund (TCIF) program. At the close of the third quarter, there were a total of 94 projects with a TCIF programmed value of \$2,432,196,960 and a total project value of \$7,301,240,000. The California Transportation Commission (Commission) has approved all but one baseline agreement. Commission updated the Savings Policy to extend the savings utilization deadline by three years. Projects currently funded with savings have until June 2016 to allocate and December 2016 to award, and newly programmed projects must be allocated by June 2019 and awarded by December 2019.

To date, 84 projects have received bond allocations totaling \$2,391,891,960. Thirty-one of the allocated projects have been completed. The available unallocated TCIF funds from savings, total \$58,108,040, of which \$17,803,040 is available for programming.

	Target Available per AB 268	Programmed	Allocated	Available Funds Unallocated
SCCG Total	\$1,500,000,000	\$1,490,390,000	\$1,461,428,000	\$38,572,000
Bond	\$1,200,205,000	\$1,190,595,000	\$1,161,633,000	\$38,572,000
SHOPP	\$299,795,000	\$299,795,000	\$299,795,000	\$0
NCTCC Total	\$640,000,000	\$631,807,000	\$624,807,000	\$15,193,000
Bond	\$449,795,000	\$441,611,000	\$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	\$245,656,960	\$4,343,040
OTHER - Bond	\$60,000,000	\$60,000,000	\$60,000,000	\$0
TOTAL	\$2,450,000,000	\$2,432,196,960	\$2,391,891,960	\$58,108,040

The benefits derived from the completed grade separation, new and relocated railroad tracks, and operations improvements include congestion and emission reductions, safety enhancements, increased velocity, and reliability.

CURRENT STATUS

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

Allocations
None This quarter

Allocation Amendments							
ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond \$ x1000	Total \$ x1000	Action \$ x 1000
75	11	SD		South Line Mainline Phase 2 - Signaling for Reverse Running and Initial Track Improvements <i>Resolution TCIF-AA-1516-05, Approved 01/20/16</i>	\$10,010	\$18,334	Allocation amended to reflect additional savings at contract completion
104	11	SD	905/125	SR 905/SR 125 Northbound Connector <i>Resolution TCIF-AA-1516-06, Approved 01/20/16</i>	\$16,099	\$26,157	Allocation amended to reflect award savings
63	8	SB		ACE – Palm Avenue Railroad Grade Separation <i>Resolution TCIF-AA-1516-06, Approved 01/20/16</i>	\$1,900	\$11,479	Allocation amended to reflect additional savings at contract completion

Programming Actions							
ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond \$ x1000	Total \$ x1000	Action \$ x 1000
117	8	RIV		Ave 66/Union Pacific Grade Separation Bypass <i>Resolution TCIF-P-1516-05, Approved 01/20/16</i>	\$5,709	\$39,080	Project added to TCIF program
118	11	SD		San Elijo Lagoon Double Track <i>Resolution TCIF-P-1516-05, Approved 01/20/16</i>	\$4,343	\$73,949	Project added to TCIF program
119	10	SJ		Navy Drive Widening <i>Resolution TCIF-P-1516-05, Approved 01/20/16</i>	\$2,000	\$6,813	Project added to TCIF program
120	8	SB		Monte Vista Ave Grade Separation <i>Resolution TCIF-P-1516-07, Approved 03/16/16</i>	\$2,113	\$37,125	Project added to TCIF program

Baseline Agreement Approvals							
ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond \$ x1000	Total \$ x1000	Action \$ x 1000
115	4	ALA		Cool Port Oakland <i>Resolution TCIF-P-1516-08B, Approved 03/16/16</i>	\$5,000	\$91,905	Project baseline agreement approved and signed
117	8	RIV		Ave 66/Union Pacific Grade Separation Bypass <i>Resolution TCIF-P-1516-08B, Approved 03/16/16</i>	\$5,709	\$39,080	Project baseline agreement approved and signed
118	11	SD		San Elijo Lagoon Double Track <i>Resolution TCIF-P-1516-06B, Approved 01/20/16</i>	\$4,343	\$73,949	Project baseline agreement approved and signed
119	10	SJ		Navy Drive Widening <i>Resolution TCIF-P-1516-08B, Approved 03/16/16</i>	\$2,000	\$6,813	Project baseline agreement approved and signed
120	8	SB		Monte Vista Ave Grade Separation <i>Resolution TCIF-P-1516-08B, Approved 03/16/16</i>	\$2,113	\$22,753	Project baseline agreement approved and signed

Baseline Agreement Amendments							
None this quarter							

Environmental Actions							
None this quarter							

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 Imp
☒ Known Scope, Budget, or Schedule Imp
◆ 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 (X1,000)	ENVIRO COST (PAED) (X1,000)	DESIGN COST (PSE) (X1,000)	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 <i>[Phase 2 - On-Dock Railyard]</i>	11/07/14	10/01/15	N/A	03/01/16	11/30/16	Env 100% Des RW Const	\$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 100% Des 95% RW Const	\$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 100% Des 95% RW Const	\$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 100% Des 95% RW Const	\$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 100% Des 95% RW Const	\$6,647	\$2,708	\$616	\$616		\$5,415	☑	☑	☑			
115	4	ALA	Port of Oakland		Cool Port Oakland Project	10/8/2015	7/31/2016	N/A	8/1/2016	10/1/2017	Env 100% Des RW Const	\$91,905	\$5,000	\$105	\$2,000	\$0	\$89,800	☑	☑	☑			
116	7	LA	Port of Long Beach		Control Point Mole Rail Improvement Project	TBD	TBD	TBD	TBD	TBD	Env Des RW Const	\$29,000	\$12,600	TBD	TBD	TBD	TBD						
117	8	RIV	Riverside County		ACE: Avenue 66/UP Railroad Grade Separation Bypass	1/31/2016	1/31/2016	3/15/2016	12/8/2016	12/31/2019	Env 100% Des 100% RW 100% Const	\$39,080	\$5,709	\$2,030	\$1,350	\$3,000	\$32,700	☑	☑	☑			
118	11	SD	San Diego Association of Governments		San Elijo Lagoon Double Track	8/31/2013	3/2/2016	4/30/2016	9/16/2016	9/16/2018	Env 100% Des 100% RW 100% Const	\$70,254	\$4,343	\$1,378	\$7,669	\$1,585	\$53,337	☑	☑	☑			
119	10	SJ	San Joaquin		Navy Drive Widening	12/1/2015	5/1/2016	12/2/2015	7/1/2016	10/1/2017	Env 100% Des RW 100% Const	\$6,813	\$2,000	\$200	\$650	\$0	\$5,068	☑	☑	☑			
120	8	SBD	SBCAG		Monte Vista Ave Grade Separation	7/19/2013	3/1/2016	3/1/2016	11/2/2016	1/31/2019	Env 100% Des 100% RW 100% Const	\$22,753	\$2,113	\$0	\$0	\$0	\$22,753	☑	☑	☑			
												\$283,085	\$40,305										

Trade Corridors Improvement Fund Allocated Projects

Schedule and Cost
ALLOCATED PROJECTS

Phase Complete
 Behind Schedule
 Awarded / Begin Construction
 Allocated but Not Awarded

✓ No Known Scope, Budget, or Schedule Impact
✗ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ALLOCATION DATE	AWARD DATE	BEGIN CONSTR	END CONSTR	CURRENT PHASE (% COMPLETE)	END CLOSEOUT	TOTAL PROJECT COST (x1,000)	TCIF COST (x1,000)	ENVIRO COST (PAED) (x1,000)	DESIGN COST (PSE) (x1,000)	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	\$14,776,174	✓	✓	✗
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 88%	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	\$66,759,701	✓	✓	✗
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 78% 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	Env 100% Des 35% RW 100% 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	Env 100% Des 50% RW 100% 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	\$16,721,563	✓	✓	✗
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 35%	08/31/18	\$97,912	\$73,000	\$4,200	\$7,387	\$6,325	\$73,433	\$31,433	✓	✓	✗
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 94%	12/01/15	\$44,903	\$44,903	\$2,490	\$5,140	\$105	\$49,485	\$51,446	✓	✓	✗
6	6	KER	Caltrans / BNSF		Tehachapi Trade Corridor Rail Improvement	06/25/14	09/24/14		10/01/16	Const 64%	03/31/17	\$26,040	\$12,270	\$9,500	\$1,000	\$0	\$15,540	\$7,906,668	✓	✓	✓
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 64%	12/01/17	\$165,678	\$69,458	\$4,000	\$10,400	\$44,600	\$79,316	\$47,570	✓	✓	✓
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 80%	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 71%	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.71%	10/31/18	\$302,758	\$233,778	\$0	\$34,021	\$33,034	\$235,703	\$127,312	✓	✓	✓

Trade Corridors Improvement Fund Allocated Projects

Schedule and Cost
ALLOCATED PROJECTS

Phase Complete
 Behind Schedule
 Awarded / Begin Construction
 Allocated but Not Awarded

✔ No Known Scope, Budget, or Schedule Impact
✘ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ALLOCATION DATE	AWARD DATE	BEGIN CONSTR	END CONSTR	CURRENT PHASE (% COMPLETE)	END CLOSEOUT	TOTAL PROJECT COST (x1,000)	TCIF COST (x1,000)	ENVIRO COST (PAED) (x1,000)	DESIGN COST (PSE) (x1,000)	RIGHT OF WAY COST (x1,000)	CONSTR COST (x1,000)	CONSTR EXPENDITURES (x1,000)	SCOPE	BUDGET	SCHEDULE
15.12	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program [Durfee Avenue - Match]	N/A			05/31/18	Env 100% Des 100% RW Const	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 47/110 NB Connector Widening	03/05/13	07/12/13		06/30/15	Const 90%	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 84%	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 45%	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 38%	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	✔	✔	✘
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 94%	11/01/16	\$62,977	\$27,227	\$1,400	\$6,234	\$7,066	\$48,277	\$36,289	✔	✔	✘
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 88%	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 46%	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 89%	09/01/18	\$88,175	\$30,862	\$601	\$7,085	\$32,245	\$48,244	\$26,289	✔	✔	✘
46	8	RIV	City of Banning		Sunset Avenue Grade Separation	06/11/13	12/03/13		02/28/16	Const 90%	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 90%	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 88%	12/15/16	\$30,806	\$13,247	\$502	\$2,843	\$7,385	\$20,076	\$14,117	✔	✔	✔
53	8	RIV	Riverside County		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF	06/11/13	12/10/13		06/01/16	Const 90%	11/30/16	\$51,609	\$17,673	\$563	\$3,700	\$1,923	\$45,423	\$29,933	✔	✔	✔

Trade Corridors Improvement Fund Allocated Projects

Schedule and Cost
ALLOCATED PROJECTS

Phase Complete
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 Allocated but Not Awarded

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◆ 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 (x1,000)	ENVIRO COST (PAED) (x1,000)	DESIGN COST (PSE) (x1,000)	RIGHT OF WAY COST (x1,000)	CONSTR COST (x1,000)	CONSTR EXPENDITURES (x1,000)	SCOPE	BUDGET	SCHEDULE
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 99%	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 61%	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	Env 100% Design Build Const 97%	04/30/18	\$7,954	\$71,625	\$0	\$7,300	\$33,700	\$71,625	\$63,949	✔	✘	✔
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	Env 100% 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	Env 100% Des 26% Const	04/30/18	\$341,300	\$0	\$0	\$10,000	\$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 98%	04/02/15	\$40,460	\$25,900	\$540	\$2,482	\$6,870	\$30,568	\$30,293	✔	✔	✘
75.4	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements [Phase 4 - Final Palomar Sliding and System Upgrades]	05/07/13	12/02/13		07/01/15	Const 93%	01/01/16	\$30,591	\$21,621	\$220	\$8,750	\$0	\$21,621	\$21,309	✔	✔	✘
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	✔	✔	✘
84	8	SBD	San Bernardino Associated Governments		Laurel Street/BNSF Grade Separation	06/11/13	09/04/13		09/06/15	Const 83%	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 99%	02/28/17	\$72,987	\$20,712	\$0	\$3,292	\$0	\$70	\$62,021	✔	✔	◆
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 67%	09/30/18	\$143,000	\$26,664	\$0	\$8,470	\$0	\$134,530	\$83,664	✔	✔	✔
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 75%	01/31/17	\$101,580	\$22,847	\$3,500	\$8,880	\$23,160	\$66,040	\$46,998	✔	✘	✘

Trade Corridors Improvement Fund Allocated Projects

Schedule and Cost
ALLOCATED PROJECTS

Phase Complete
 Behind Schedule
 Awarded / Begin Construction
 Allocated but Not Awarded

✔ No Known Scope, Budget, or Schedule Impact
✘ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

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91	7	VEN	Ventura County Transportation Commission	101	Route 101 Improvements	06/11/13	11/21/13		08/10/15	Const 82%	05/31/17	\$40,479	\$10,346	\$1,600	\$5,197	\$500	\$39,228	\$35,303	✔	✔	✘
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	Env 100% Des 100% RW 100%	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	Env 100% Des 100% RW 100%	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 97%	11/01/20	\$36,381	\$12,994	\$3,352	\$1,653	\$345	\$31,031	\$24,888	✔	✔	✘
95	7	LA	Alameda Corridor East Construction Authority		ACE Puente Avenue Grade Separation	03/20/14	06/23/14		09/30/17	Const 42%	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 10%	12/31/18	\$142,213	\$71,000	\$300	\$8,456	\$38,655	\$94,802	\$387	✔	✔	✔
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 88%	12/01/17	\$8,459	\$7,883	\$125	\$198	\$253	\$7,883	\$5,849	✔	✔	✘
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 66%	08/01/17	\$57,811	\$8,691	\$0	\$5,189	\$34,175	\$18,447	\$8,411	✔	✔	✔
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 93%	05/01/16	\$3,040	\$2,333	\$130	\$400	\$110	\$2,333	\$2,350	✔	✔	✘
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 26%	08/30/17	\$5,681	\$2,841	\$0	\$376	\$0	\$5,305	\$982	✔	✔	✔
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 50%	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 34%	10/21/17	\$22,235	\$16,099	\$0	\$2,700	\$800	\$18,735	\$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 55%	04/30/17	\$17,400	\$8,200	\$350	\$650	\$0	\$16,400	\$6,753	✔	✔	✔

Trade Corridors Improvement Fund Allocated Projects

Schedule and Cost
ALLOCATED PROJECTS

Phase Complete
 Behind Schedule
 Awarded / Begin Construction
 Allocated but Not Awarded

✓ No Known Scope, Budget, or Schedule Impact
✗ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ALLOCATION DATE	AWARD DATE	BEGIN CONSTR	END CONSTR	CURRENT PHASE (% COMPLETE)	END CLOSEOUT	TOTAL PROJECT COST (x1,000)	TCIF COST (x1,000)	ENVIRO COST (PAED) (x1,000)	DESIGN COST (PSE) (x1,000)	RIGHT OF WAY COST (x1,000)	CONSTR COST (x1,000)	CONSTR EXPENDITURES (x1,000)	SCOPE	BUDGET	SCHEDULE	
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	12/04/15	12/22/15	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 20%	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	01/06/16	1/6/2016	08/17/17	Const 5%	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	✓	✓	✗	
												\$ 5,415,417	\$ 1,826,640						\$ 109,043,593			

Trade Corridors Improvement Fund Delivery Report

Schedule and Cost COMPLETED PROJECTS

Phase Complete
 Behind Schedule

No Known Scope, Budget, or Schedule Impact
 Known Scope, Budget, or Schedule Impact
 Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE <small>(Six months after Forecast End Closeout)</small>	SFDR DUE DATE <small>(Six months after Forecast End Closeout)</small>	TOTAL PROJECT COST <small>(x1,000)</small>	TCIF COST <small>(x 1,000)</small>	CONSTR COST <small>(x1,000)</small>	CONSTR EXPENDITURES <small>(x1,000)</small>	FDR/SFDR STATUS	COMMENTS
9.1	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation <i>[Phase 1 - Initial Project]</i>	08/14/13	10/31/13				\$80,636	\$25,266	\$69,145	\$69,145	✔	FDR/SFDR Approved
9.2	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation <i>[Phase 2 - West Ped-Bicycle Tunnel Ramps]</i>	09/16/13	10/31/13				\$3,747	\$0	\$3,747	\$3,747	✔	FDR/SFDR Approved
12	4	SOL	Metropolitan Transportation Commission	80	I-80 Eastbound Cordelia Truck Scales Relocation <i>[SHOPP/TCIF]</i>	03/24/15	12/31/15	12/31/15	09/30/15	06/31/16	\$88,392	\$38,292	\$61,892	\$60,355	✘	
15.3	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program <i>[Brea Canyon Grade Separation - Match]</i>	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 <i>[Ramona Boulevard Grade Separation - Match]</i>	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 <i>[Reservoir Street Grade Separation - Match]</i>	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 <i>[Sunset Avenue Grade Separation - Match]</i>	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 <i>[Temple Avenue Train Diversion - Match]</i>	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	08/31/15		\$63,997	\$18,012	\$42,056	\$41,719	✘	
18	7	LA	Southern California Regional Rail Authority		New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains	05/18/12	06/30/11	12/14/12	11/18/2012 <i>06/30/14</i>	06/13/13 <i>06/30/14</i>	\$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	09/30/16	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) <i>[Segment 1 - Berth 200 Rail Yard]</i>	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	✘	FDR received 5/5/16. Pending review.
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	✘	Received 5/10/16. Pending review.
42	8	RIV	City of Riverside		Columbia Avenue Grade Separation	06/01/10	08/31/10				\$33,003	\$4,953	\$24,403	\$21,594	✔	FDR/SFDR Approved
43	8	RIV	City of Corona		Auto Center Drive Grade Separation	09/30/15	05/30/14	10/30/16	03/30/16		\$32,675	\$16,000	\$27,955	\$2,281	✘	

Trade Corridors Improvement Fund Delivery Report

Schedule and Cost COMPLETED PROJECTS

Phase Complete
 Behind Schedule

✓ No Known Scope, Budget, or Schedule Impact
✗ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Forecast End Closeout)	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	COMMENTS
44	8	RIV	City of Riverside		Magnolia Avenue Grade Separation - UPRR	08/30/12	02/30/11				\$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		06/01/15	\$32,000	\$13,000	\$24,500	\$19,525	✗	FDR Approved.
47	8	RIV	City of Riverside		Streeter Avenue Grade Separation	04/01/15	11/30/14	08/20/16	10/01/15		\$36,000	\$15,500	\$26,000	\$23,030	✗	FDR received 5/07/16. Pending review
51	8	RIV	City of Riverside		Riverside Avenue Grade Separation	03/25/16	10/31/15	03/25/17	09/30/16		\$32,154	\$10,434	\$22,762	\$19,270	✓	FDR received 5/5/16. Pending review.
58	8	SBD	San Bernardino Associated Governments	10	Route 10 Riverside Ave Interchange Reconstruction	02/29/12	12/01/10				\$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	✗	FDR received 5/10/16. Pending review.
63	8	SBD	San Bernardino Associated Governments		Palm Avenue Grade Separation	06/02/15	09/01/15	12/23/16	12/02/15	06/02/16	\$22,597	\$1,900	\$11,479	\$14,528	✗	
64	8	SBD	San Bernardino Associated Governments		Lenwood Road Grade Separation	09/18/15	05/01/16	12/30/16	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 <i>[Parent - Environmental Programming for Entire Corridor]</i>	N/A	04/01/18	04/01/18			\$12,300	\$0	\$0		✓	Segmented project. FDR/SFDR due when full project is complete.
69	11	SD	Port of San Diego	5/15	Bay Marina Drive at I-5 At-Grade Improvements	11/07/13	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	08/25/16	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	11/07/13	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 <i>[Phase 1 - Aerial Cabling]</i>	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 <i>[Phase 2 - Signaling for Reverse Running and Initial Track Improvements]</i>	06/30/14	10/31/13	07/30/15	01/01/16		\$10,431	\$10,010	\$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 <i>[Phase 3 - Palomar Sliding and Mainline Track Improvements]</i>	09/30/15	12/21/15	08/24/16	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	07/08/14	10/13/15				\$44,000	\$10,800	\$35,649	\$35,694	✓	FDR/SFDR Approved

Trade Corridors Improvement Fund Delivery Report

Schedule and Cost COMPLETED PROJECTS

Phase Complete
 Behind Schedule

✓ No Known Scope, Budget, or Schedule Impact
✗ Known Scope, Budget, or Schedule Impact
◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE <small>(Six months after Forecast End Closeout)</small>	SFDR DUE DATE <small>(Six months after Forecast End Closeout)</small>	TOTAL PROJECT COST <small>(x1,000)</small>	TCIF COST <small>(x 1,000)</small>	CONSTR COST <small>(x1,000)</small>	CONSTR EXPENDITURES <small>(x1,000)</small>	FDR/SFDR STATUS	COMMENTS
77	11	IMP	Imperial Valley Association of Governments	78/111	Brawley Bypass State Route 78/111	06/30/13	05/31/16	05/31/16		02/20/15	\$70,305	\$43,122	\$44,030	\$43,097	✗	FDR Approved, waiting on claims.
81	10	SJ	Northern California Trade Corridors Coalition		Sperry Road Extension	10/01/14	12/31/13	12/31/15		09/31/15	\$56,582	\$23,582	\$43,582	\$36,935	✗	FDR Approved.
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	✗	SFDR Pending Review.
87.1	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 1	04/24/14	05/31/15	06/30/16	10/24/14	12/30/16	\$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		03/02/16	\$72,491	\$28,659	\$28,659	\$17,114	✗	FDR Approved
90	7	VEN	Ventura County Transportation Commission / Alameda Corridor Transportation Authority		Hueneme Road Widening	03/31/16	09/01/14	07/29/16	09/30/16		\$2,924	\$1,462	\$2,924	\$1,469	✓	
92.1	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan <i>[Phase 1 - UPRR Track Improvements]</i>		06/30/12				\$7,500	\$0	\$7,500		✓	Segmented project. FDR/SFDR due when full project is complete.
92.2	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan <i>[Phase 2 - Cemex Track/Unit Track 2]</i>	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 <i>[Phase 5 - Pioneer Bluff Bridge]</i>	12/31/15	06/30/15	06/30/16	06/30/16		\$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) <i>[SHOPP/TCIF]</i>	10/30/15	10/24/15	10/30/16	04/30/16		\$24,764	\$13,840	\$20,457	\$15,762	✓	
97	3	YUB	Yuba County	70	SR 70 / Feather River Boulevard Interchange	11/30/15	06/01/16	06/01/16	05/30/16		\$19,350	\$4,361	\$16,500	\$14,953	✓	
											\$ 1,727,495	\$ 565,252			\$ 1,042,307	

**TCIF Project Action Plan Report
Third 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	Richmond Rail Connector	\$10,880	\$22,650	Schedule

Project Action Plan: Project construction is completion. Environmental cleanup/restoration, right of way and drainage issues being resolved. Contract expected to be complete by the end of the year.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
3.2	4	ALA	N/A	<u>Port of Oakland</u> Outer Harbor Intermodal Terminals (OHIT) Segment 2– Access Improvement and Manifest Yard	\$65,800	\$74,600	Schedule
3.3	4	ALA	N/A	<u>City of Oakland</u> Outer Harbor Intermodal Terminals (OHIT) Segment 3 – City Site Prep Work and Backbone Infrastructure	\$176,341	\$247,241	Budget
3.4	4	ALA	N/A	<u>City of Oakland</u> Outer Harbor Intermodal Terminals (OHIT) Segment 4 – Recycling Facilities	\$0	\$46,600	Schedule
3.5	4	ALA	N/A	<u>City of Oakland</u> Outer Harbor Intermodal Terminals (OHIT) Segment 5 – City Trade and Logistics Facilities	\$0	\$99,400	Budget
3.6	4	ALA	N/A	<u>Port of Oakland</u> 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 for subsequent contracts. 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, when the schedule implication of these issues will be clarified.

- **Segment 3.3:** 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.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
4	4	ALA	880	I-880 Reconstruction, 29 th & 23rd Avenues, Oakland	\$73,000	\$92,745	Schedule

Project Action Plan: Construction has been delayed approximately one year due to design issues.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
5	4	ALA	580	I-580 Eastbound Truck Climbing Lane	\$44,903	\$44,903	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	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
21	7	LA	N/A	Washington Boulevard Widening & Reconstruction	\$5,800	\$32,000	Schedule

Project Action Plan: The date for end of construction has changed due to delays in relocating utility poles prior to the start of construction. After a six month delay with the utility company, the contractor was approved to start working on the south side of the project site in order to allow utility pole relocation work on the north end. The original delay has not produced any additional cost to the projected project budget. The estimated end of construction date is revised from March 1, 2016 to April 30, 2017.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
23	7	LA	710	Gerald Desmond Bridge Replacement	\$299,795	\$1,288,101	Schedule Budget

Project Action Plan: Gerald Desmond Bridge (Also in the CMIA program) - Additional funds will be necessary due to design and construction changes needed to address differing site conditions and Department seismic standards. The current estimated increase is \$63 million. The State share has not been determined. 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 largest increase is attributable to Bent 15 redesign (differing site condition), the Port/Caltrans directive to enhance the design of the towers for the main cable stayed span to strengthen assurance of the tower performance in a seismic event, and the associated costs incurred due to the time extensions required to complete those designs and incorporate them into the work and are estimated to be in the range of \$63.2 million.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
32	7	LA	N/A	Ports Rail System – Tier 1 (West Basin Road Rail Access Improvements) [Segment 2 – Berth 200 Rail Yard Track Connections]	\$9,423	\$24,611	Schedule

Project Action Plan:

Project construction completion has been extended to May 31, 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	Lakeview Avenue Overcrossing	\$27,629	\$87,873	Schedule

Project Action Plan: The bid advertisement date and subsequent start of construction were delayed due to the approval of the Construction and Maintenance (C&M) Agreement by BNSF Railway. The start of construction was further delayed due to untimely completion of advanced utility relocations by various utility agencies.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
41	12	ORA	N/A	Tustin Avenue / Rose Drive Overcrossing	\$30,862	\$88,175	Schedule

Project Action Plan: The bid advertisement date and subsequent start of construction were delayed due to the approval of the Construction and Maintenance (C&M) Agreement by BNSF Railway. The start of construction was further delayed due to untimely completion of advanced utility relocations by various utility agencies.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
54	8	RIV	N/A	March Inland Cargo Port Airport – I-215 Van Buren Blvd – Ground Access Improvements	\$66,776	\$8,835	Schedule

Project Action Plan: The end of construction was delayed due to processing landscape maintenance agreements with Caltrans and to complete the plant establishment activities. Construction is 97 percent complete with a Forecasted End Close out of August 2016.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
56	8	SBD	10	Route 10 Cherry Avenue Interchange Reconstruction	\$30,773	\$77,806	Schedule

Project Action Plan: No reported changes in FY1516 Q3.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
66	7	VEN	101	Route 101 Rice Avenue Interchange Reconstruction	\$14,194	\$73,597	Schedule

Project Action Plan: No reported changes in FY1516 Q3. The end construction has been delayed due change orders related to time delays and extra work due to contractor's claims.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
68.	11	SD	11	SR 11/Otay Mesa East Port of Entry [Segment 1 - SR 11 and Commercial Vehicle Enforcement Facility]	\$71,625	\$606,954	Budget Schedule

Project Action Plan: Project delivery is delayed from FY 2016-17 to 2017-18 in order to gain time to achieve consensus in many areas, including the Intelligent Transportation Systems concept of operations, project scoping definitions on both sides of the border (i.e., flexible lanes, Port of Entry approach lanes), and agreements for the proposed facility regarding operations, maintenance and staffing commitments.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
74	11	SD	N/A	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	11	SD	N/A	Southline Rail Improvement Phase 4	\$21,621	\$30,591	Schedule

Project Action Plan:

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 31, 2016.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
84	8	SBD	80 680 12	Laurel Street/BNSF Grade Separation	\$23,583	\$58,725	Schedule

Project Action Plan: Due to delays attributed to resource issues, materials fabrication and procurement delays, and issues with signal and positive train control (PTC) software, the project is behind schedule. Completion of work is anticipated towards the end of September 2016; however, additional time is being included to account for final safety and relief of maintenance inspection.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
85	8	SBD	80 680 12	Avenue 52 Grade Separation	\$10,000	\$29,866	Schedule

Project Action Plan: End of construction is revised due to utility relocation delays and resolving potential defects with street light poles. Pending satisfactory resolution with the contractor and manufacturer on the street light poles, all construction activities are otherwise complete. The project is on schedule to replace the street light poles by June 30, 2016.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
89	4	SOL	80 680 12	Solano I-880/680/12 Connector	\$22,847	\$101,580	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.

Supplemental funds were approved in March 2016 in the amount of \$1,337,000 STIP and \$996,000 SHOPP.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
91	7	VEN	101	Route 101 Improvements	\$10,346	\$40,479	Schedule

Project Action Plan: Construction completion was delayed due to additional work needed on a retaining wall/sound wall because of field conditions. The additional work had to be evaluated and designed. This work affected the overall project schedule. 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	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
98	3	SAC	50	Natoma Overhead Widening and Onramp Improvements	\$7,883	\$8,459	Schedule

Project Action Plan: No reported changes in FY1516 Q3, 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	State Route 99 Ramp Improvements	\$2,333	\$3,040	Schedule

Project Action Plan: No reported changes in FY1516 Q3. 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 project closeout by June 30, 2016.

ID	D	Co.	Rte.	Project Title	Bond \$ x1000	Total \$ x1000	Variance
105	5	MON	101	Sanborn Rd/US 101 Interchange Improvements & Elvee Drive Extension	\$1,700	\$4,300	Schedule

Project Action Plan: No reported changes in FY1516 Q3. 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 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
108.2	7	LA	N/A	YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program	\$1,132	\$6,083	Schedule

Project Action Plan: Project is now ready for advertisement. Construction allocation is anticipated at the June 2016 CTC meeting.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 3.10
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **SECOND 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 March 31, 2016, the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) have approximately \$35 million and \$21 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 March 31, 2016, the RSTP amount has increased to \$34,971,323 and the CMAQ amount has decreased to \$20,978,014.

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 a minimum of 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 March 31, 2016

Reference No.: 3.10
June 29-30, 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 03/31/2016 Delivery Balance ¹	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2016 ²	RSTP Unobligated 03/31/2016 Delivery Balance ¹	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2016 ²
Butte	3,311,068	-	2,718,002	-
Fresno	18,356,111	-	31,833,467	8,502,581
Kern	13,495,521	-	18,755,718	-
Kings	3,792,136	-	1,896,465	-
Los Angeles	118,113,101	-	196,413,204	-
Madera	3,534,712	-	1,864,983	-
Merced	4,070,183	-	3,169,821	-
Monterey	-	-	6,292,129	-
Orange	24,746,753	-	53,233,802	-
Riverside	45,626,220	-	62,142,949	8,742,186
S. F. Bay Area (MTC)	47,052,037	-	34,234,413	-
Sacramento (SACOG)	38,428,605	-	30,449,428	-
San Benito	-	-	710,072	-
San Bernardino	70,937,689	14,344,591	61,928,522	11,706,359
San Diego	24,058,393	-	41,814,183	-
San Joaquin	17,764,260	1,613,667	9,879,483	-
San Luis Obispo	2,982,153	-	3,785,772	-
Santa Barbara	-	-	6,331,573	-
Santa Cruz	-	-	3,227,379	-
Stanislaus	11,079,823	-	8,144,532	-
Tahoe	1,929,972	26,082	1,763,325	-
Tulare	4,167,010	-	7,370,743	-
Ventura	20,894,660	4,274,462	25,596,897	5,509,812
Rural Counties & SCAG	6,682,784	719,213	21,771,659	510,385
TOTAL	481,023,191	20,978,014	635,328,522	34,971,323

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 revised "Estimated" apportionments (dated: CMAQ - February 23, 2016 and RSTP - April 4, 2016).

¹ Indicates all apportionments not yet obligated.

² Totals reflect balances in the third year.

³ These Regions are in air quality attainment and cannot use unobligated CMAQ apportionments, which are deobligations of closed out projects. It is anticipated that any CMAQ balance that accumulates in a Region in air quality attainment will be included in a future CMAQ rescission or transferred to another Region that over-delivered prior to the end of the current federal fiscal year.

Apportionment Status Report
CMAQ and RSTP
as of March 31, 2016

Reference No.: 3.10
June 29-30, 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 03/31/2016 Delivery Balance ¹	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2016 ²	RSTP Unobligated 03/31/2016 Delivery Balance ¹	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2016 ²
Rural County Information:				
Alpine	-	-	149,792	-
Amador	455,687	134,842 ³	491,344	-
Calaveras	372,382	-	587,695	-
Colusa	-	-	286,179	-
Del Norte	-	-	368,525	-
El Dorado	-	-	1,046,361	-
Glenn	-	-	366,804	-
Humboldt	-	-	1,712,930	-
Imperial (SCAG)	2,289,556	-	5,056,855	510,385
Inyo	-	-	847,385	-
Lake	-	-	816,976	-
Lassen	-	-	491,943	-
Mariposa	684,135	148,753	248,109	-
Mendocino	-	-	1,153,304	-
Modoc	-	-	339,363	-
Mono	-	-	359,019	-
Nevada	1,350,079	-	1,231,170	-
Placer	-	-	976,022	-
Plumas	-	-	284,525	-
Shasta	-	-	2,226,187	-
Sierra	-	-	153,999	-
Siskiyou	-	-	749,468	-
Tehama	1,494,668	435,617	818,380	-
Trinity	-	-	301,597	-
Tuolumne	36,276	-	707,726	-
Rural Combined Totals:	6,682,784	719,213	21,771,659	510,385

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 revised "Estimated" apportionments (dated: CMAQ - February 23, 2016 and RSTP - April 4, 2016).

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 contribute to a federal

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29, 2016

Reference No.: 3.11
Information

From: SUSAN BRANSEN
Executive Director

Subject: **Toll Bridge Seismic Retrofit Program - 2016 First Quarter Progress and Financial Update**

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

Self Anchored Suspension (SAS) span –

- The Toll Bridge Program Oversight Committee (TBPOC) authorized the re-grouting of the SAS tower anchor rods based on the recommendations of independent bolt experts, the Federal Highway Administration's steel fastener and marine foundation experts and Caltrans.
- The TBPOC approved funds to design and conduct a field survey of corrosion potential at the SAS tower foundation. Upon completion of the survey, further corrosion protection action could be undertaken or proven unwarranted.

Dismantling of the old span -

- The new Yerba Buena Island eastbound on-ramp is now open to traffic. Opening of the bicycle/pedestrian path is delayed until September 2016. Dismantling of the 504' and 288' truss sections is on schedule with the successful lowering of three 504' truss onto barges. The next truss lowering is expected to take place in early July with the last truss taken down in August.
- Caltrans in early November 2015 successfully removed the old Pier E-3 footing by implosion with minimal environmental impact. Implosion of Piers E-4 and E-5 is scheduled for the October – November 2016 period.

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.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 3.15
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **FINAL RIGHT OF WAY ESTIMATE FOR STATE TRANSPORTATION IMPROVEMENT PROGRAM PROJECT – I-5 CARPOOL LANE**

SUMMARY:

The California Department of Transportation (Department) is presenting this as an information item to report the final Right of Way (R/W) estimate for the I-5 Carpool Lane – Orange County Line to I-605 (Segment 2) State Transportation Improvement Program (STIP) project where final R/W was deferred at the time of construction allocation.

BACKGROUND:

Consistent with Streets and Highways Code Section 188.11, the Department reports final estimated project R/W costs (Capital and Support) to the California Transportation Commission (Commission) at the time of construction allocation. The Commission uses this information for purposes of tracking county and interregional share balances. For projects with a R/W certification other than certification 1 or 2, where the Department has full legal and physical possession or right of entry at the time of construction allocation, the STIP guidelines allow reporting of the final estimate to be deferred until the R/W certification is updated to a certification 1 or 2, but no longer than 12 months.

In June 2015, the Commission approved the construction allocation for the I-5 Carpool Lane-Orange County Line to I-605 (Segment 2) project (PPNO 2808) in Los Angeles County. At that time, the Department reported attainment of R/W Certification 3W, with a target update by June 2016. The R/W Certification has now been updated and the final R/W estimate for the project is as follows:

Fund Type	Programmed R/W (Support + Capital)	Final R/W Estimate (Support + Capital)	Difference	Debit / Credit to County Share Balance
RIP	\$205,619,000	\$208,119,000	\$2,500,000	\$0 (< 20 percent)

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 3.16
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: REPORT OF FINAL RIGHT OF WAY EXPENDITURES FOR STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) PROJECTS AT CONTRACT ACCEPTANCE

SUMMARY:

The California Department of Transportation (Department) is presenting this as an informational item to report final Right of Way capital and support expenditures for 13 State Transportation Improvement Program (STIP) projects.

BACKGROUND:

Current STIP Right of Way reporting policy, adopted by the California Transportation Commission in August 2014, requires the reporting of Department-administered STIP Right of Way capital and support expenditures at the time of construction contract acceptance (CCA). This policy is consistent with Senate Bill 853, which was signed by the Governor in June 2014.

The attached spreadsheet contains final expenditure details for 13 STIP projects that have reached the CCA milestone. The Department has notified the regional transportation planning agencies of this report.

Attachment

**Report of Final Right of Way Expenditures at
Construction Contract Acceptance for STIP Projects
(\$ x 1,000)**

Reference No. 3.16
June 29-30, 2016
Attachment
Page 1 of 4

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital)	Construction Contract Acceptance (CCA) Date
1	02	MOD	299	3368				12/15/15
	Project Description				Programmed	Estimated Expenditures	Final Cost (CCA)	
	Widen shoulders, improve drainage, and install radar feed							
Program				RIP	\$132	\$115	\$89	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital)	Construction Contract Acceptance (CCA) Date
2	04	MRN	101	0343D				1/29/16
	Project Description				Programmed	Estimated Expenditures	Final Cost (CCA)	
	Vegetation Management Phase II							
Program				IIP	\$5	\$6	\$0	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital)	Construction Contract Acceptance (CCA) Date
3	4	NAP	12	0367I				5/5/15
	Project Description				Programmed	Estimated Expenditures	Final Cost (CCA)	
	Widen highway and construct retaining walls							
Program				RIP	\$3,510	\$3,510	\$2,892	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital)	Construction Contract Acceptance (CCA) Date
4	5	MON	101	0058G				4/14/15
	Project Description				Programmed	Estimated Expenditures	Final Cost (CCA)	
	Construct interchanges and operational improvements							
Program				RIP	\$8,074	\$7,594	\$6,544	
				IIP	\$42,401	\$39,879	\$34,357	

(IIP) Interregional Improvement Program
(RIP) Regional Improvement Program

**Report of Final Right of Way Expenditures at
Construction Contract Acceptance for STIP Projects
(\$ x 1,000)**

Reference No. 3.16
June 29-30, 2016
Attachment
Page 2 of 4

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital)	Construction Contract Acceptance (CCA) Date
5	05	MON	101	0318Y				11/2/15
	Project Description				Programmed	Estimated Expenditures	Final Cost (CCA)	
	Highway planting and irrigation							
Program				RIP	\$25	\$2	\$0	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital)	Construction Contract Acceptance (CCA) Date
6	06	KIN	198	4330				5/6/15
	Project Description				Programmed	Estimated Expenditures	Final Cost (CCA)	
	Construct 19th Avenue interchange							
Program				RIP	\$6,255	\$6,923	\$8,541	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital)	Construction Contract Acceptance (CCA) Date
7	6	KIN	198	4348				3/17/16
	Project Description				Programmed	Estimated Expenditures	Final Cost (CCA)	
	Reconstruct 12th Avenue interchange							
Program				RIP	\$1,608	\$2,535	\$2,162	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital)	Construction Contract Acceptance (CCA) Date
8	07	LA	10	0306H				2/4/16
	Project Description				Programmed	Estimated Expenditures	Final Cost (CCA)	
	Widen freeway & Construct HOV lanes (segment 1)							
Program				RIP	\$30,663	\$23,912	\$27,225	

(IIP) Interregional Improvement Program
(RIP) Regional Improvement Program

**Report of Final Right of Way Expenditures at
Construction Contract Acceptance for STIP Projects
(\$ x 1,000)**

Reference No. 3.16
June 29-30, 2016
Attachment
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Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital)	Construction Contract Acceptance (CCA) Date
9	07	LA	5	0168M				
	Project Description							
	Construct HOV connectors at Route 5/14 Interchange				Programmed	Estimated Expenditures	Final Cost (CCA)	8/20/15
Program				RIP	\$1,776	\$1,570	\$2,215	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital)	Construction Contract Acceptance (CCA) Date
10	10	STA	219	9940C				
	Project Description							
	Widen to 4 lanes				Programmed	Estimated Expenditures	Final Cost (CCA)	10/30/15
Program				RIP	\$16,760	\$17,541	\$21,005	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital)	Construction Contract Acceptance (CCA) Date
11	10	MER	99	5414				
	Project Description							
	Construct freeway and interchange from Buchanan Hollow Road to Miles Creek Overflow				Programmed	Estimated Expenditures	Final Cost (CCA)	5/18/15
Program				IIP	\$25,870	\$26,720	\$19,680	

Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital)	Construction Contract Acceptance (CCA) Date
12	10	SJ	99	7634C				
	Project Description							
	Lathrop Interchange (Phase 3)				Programmed	Estimated Expenditures	Final Cost (CCA)	12/15/15
Program				RIP	\$1,100	\$285	\$140	

(IIP) Interregional Improvement Program
(RIP) Regional Improvement Program

**Report of Final Right of Way Expenditures at
Construction Contract Acceptance for STIP Projects
(\$ x 1,000)**

Reference No. 3.16
June 29-30, 2016
Attachment
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Project	Dist	Co	Rte	PPNO	R/W Estimate at Construction Allocation (R/W Support + Capital)		Final R/W cost at Construction Contract Acceptance (CCA) (R/W Support + Capital)	Construction Contract Acceptance (CCA) Date
13	11	IMP	186	0505				
	Project Description					Estimated Expenditures	Final Cost (CCA)	2/4/16
	Construct bicycle and pedestrian facilities				Programmed			
	Program			IIP	\$10	\$2	\$0	

(IIP) Interregional Improvement Program
(RIP) Regional Improvement Program

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 4.5
Information

From: SUSAN BRANSEN
Executive Director

Subject: GARVEE BONDING CAPACITY UPDATE

SUMMARY

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

This analysis and update is provided to discuss the relationship between GARVEE bonding capacity and the adopted 2016 Fund Estimate which established the funding level for the five-year period of the 2016 State Transportation Improvement Program (STIP) and updated the funding level for the four-year period of the 2016 State Highway Operation and Protection Program (SHOPP).

DISCUSSION

The 2016 STO analyses demonstrate that, based on the 12-month period with the highest deposits (\$3.584 billion), the 15% limitation on GARVEE debt is \$537.6 million. After taking into account the current maximum annual debt service of the Series 2008A Bonds (\$11.4 million in FY 2016-17), the remaining annual debt service capacity is \$526.2 million. The Base Case scenario, using a 12-year final maturity and 2.16% interest rate for the issuance, provides the highest bonding capacity of approximately \$5.510 billion.

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

Staff therefore recommends that the Commission take a more programmatic and forward-looking view, and develop a GARVEE capacity based on 15% of the federal funds estimated to be available annually for SHOPP projects in the 2016 Fund Estimate (\$2.4 billion). This level of federal funding, assuming a 12-year maturity and 2.16% interest rate, yields a \$3.690 billion SHOPP GARVEE bond capacity.

GARVEE Capacity (\$ in millions)	Federal Deposits	SB 1507 Limit	Annual Debt Service Payment (2.16% Interest)	12-Year Bond Proceeds
Total GARVEE Capacity	\$3,584	15%	\$537.6	---
Existing Debt Service	---	---	(\$11.4)	---
Available Debt Service Capacity	---	---	\$526.2	\$5,510
Proposed SHOPP Debt Service Level				
Federal Funding for the SHOPP (per 2016 Fund Estimate)	\$2,400	15%	\$352	\$3,690

BACKGROUND

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

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

Attachment – Caltrans – Annual GARVEE Bonding Capacity Analysis by State Treasurer

**Analyses of
GARVEE
Bonding Capacity
2016**

Analyses for the
California Transportation Commission
April 2016

State Treasurer John Chiang



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Executive Summary

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

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

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

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

On March 10, 2004, the State of California (“the State”) issued \$614,850,000 of GARVEE Bonds Series 2004A (“Series 2004A Bonds”) in order to pay a portion of the costs of acquisition of right-of-way and/or construction costs for eight federal-aid State Transportation Improvement Program (“STIP”) projects approved by the Commission. The Series 2004A Bonds fully matured on February 1, 2015 and all eight projects have been completed. On October 16, 2008, the State issued a second series of GARVEE Bonds, the Series 2008A Bonds, in the amount of \$97,635,000. As of April 1, 2016, the Series 2008A Bonds have an outstanding principal balance of \$40,345,000. The maximum annual debt service of the outstanding Series 2008A Bonds is \$11,392,793.75 in Fiscal Year 2017-18. The Series 2008A Bonds carry underlying ratings of ‘A2’ from Moody’s Investors Service, ‘AA’ from Standard & Poor’s, and ‘A+’ from Fitch Ratings.

The analyses for 2016 show a bonding capacity ranging from a low of approximately \$2.90 billion to a high of approximately \$5.51 billion under varying market conditions and amortization periods. The \$2.90 billion bonding capacity level results from a 6-year amortization with an assumed interest rate of 2.51 percent under a Market Sensitivity Case scenario, and the \$5.51 billion bonding capacity level results from a 12-year amortization with an assumed interest rate of 2.16 percent under a Base Case scenario.

The 2016 analyses show that the bonding capacity has decreased by approximately 5.3 percent for a 6-year final maturity amortization period when compared to the same analyses of 2015, and has decreased by approximately 4.5 percent for a 12-year final maturity amortization period when compared to the same analyses of 2015. The principal factor contributing to the decrease in bonding capacity from the 2015 analyses is that the highest consecutive 12 months of pledged revenue deposits into the State Highway Account from January 2014 through December 2015 decreased by more than \$212 million when compared to the amount used in the 2015 analyses for the period January 2013 through December 2014.

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

I. Purpose of Analyses

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

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

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

II. The Series 2008A GARVEE Financing

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

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

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

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

III. Need for Sensitivity Analyses

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

IV. Information Sources

Pledged Revenues:

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

To be consistent with Section 14553.4 of the Government Code, the total annual federal aid receipts, without exceptions, have been used to calculate the annual GARVEE bonding capacity. This information was provided for this report on a monthly basis over the period of January 2014 through December 2015. See **Attachments A-1 and A-2** for the monthly deposits data and related calculations. The additional bonds test is based on the highest consecutive 12 months of pledged revenue deposits during the prior 24-month period. These historic annual deposits are a known quantity at any given point in time, but are clearly subject to change over time, and must be re-examined at the time of each potential GARVEE bond issuance.

Final Maturities:

The analyses in the report assume that any additional GARVEE bonds issued in 2016 will have final maturities in 2022 and 2028.

Interest Rate Assumptions:

Estimates of potential interest costs under various scenarios were developed by the STO based on the 'A' high-grade municipal bond benchmark published by Municipal Market Data ("MMD"), a widely used industry benchmark. The interest rate assumptions used for the analyses are based on the weighted average coupon, using a level debt solution for each final maturity (or amortization period), which reflects the structure of the Series 2008A Bonds.

V. Summary of Alternative Assumptions

For the 2016 bonding capacity analyses, we used the MMD ‘A’ municipal bond benchmark. Since the Series 2008A Bonds carry underlying ratings of ‘A2’ from Moody’s Investors Service, ‘AA’ from Standard & Poor’s, and ‘A+’ from Fitch Ratings, we have assumed that a new issuance of GARVEE Bonds in the current environment would also carry underlying ratings that are split among the ‘A’ and ‘AA’ grades.

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

1. **Base Case:** Interest rates are based on the March 1, 2016 MMD ‘A’ municipal bond benchmark.
2. **Market Sensitivity Case:** Base Case plus 100 basis points.

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

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

Factors	Range of Assumptions
Final Maturity	Two scenarios: at 6 and 12 years from date of issuance
Assumed Interest Rates	Two scenarios: one at ‘A’ MMD market rates on March 1, 2016 and one at 100 basis points above the March 1, 2016 ‘A’ MMD market rates

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

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

If, instead, such bonds were staggered and this financing structure was assumed to have a fixed “end date” represented by the assumed final maturity used in each scenario, each resulting measure of maximum bonding capacity would have to be adjusted downward. This would be necessary because the GARVEE bonds issued in subsequent years would have a shorter period during which to amortize principal before the fixed end date. This would increase the annual debt service necessary for a given par amount of bonds, causing a reduction in total bonding capacity, assuming a fixed amount of annual revenues for each scenario.

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

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

VI. Summary of Results

As of March 1, 2016, the weighted average interest rate for ‘A’ rated bonds with a 6-year final maturity was 1.51 percent (a decrease of 0.126 percent compared to last year’s level) and with a 12-year final maturity was 2.16 percent (a decrease of 0.203 percent compared to last year’s level). These slight decreases in assumed interest rates from those used for the 2015 analyses were significantly offset by the fact that the highest consecutive 12 months of annual deposits in the State Highway Account during the past 24 months was more than \$212 million less than was the same factor used for the 2015 analyses. This is due to total deposits into the State Highway Account during 2014-2015 being almost \$104 million less than total deposits into the State Highway Account during 2013-2014 (see **Attachment A-2**).

The analyses show that a bond issuance with a 6-year maturity corresponds to a bonding capacity ranging from approximately \$2.90 billion (Market Sensitivity Case) to approximately \$3.00 billion (Base Case). These levels represent a decrease of approximately \$162.38 million and \$167.71 million, respectively, compared to 2015, or a decrease of approximately 5.3 percent for a 6-year maturity compared to last year’s levels.

The Commission policy established 12 years as the maximum maturity for GARVEE bonds. If future bond issues are structured with a 12-year amortization period consistent with the current Commission policy and at current interest rate levels, the remaining capacity for issuance of GARVEE bonds would be from approximately \$5.19 billion (Market Sensitivity Case) to approximately \$5.51 billion (Base Case). These levels represent a decrease of approximately \$247.94 million and \$261.35 million, respectively, compared to 2015, or a decrease of approximately 4.6 percent for a 12-year maturity compared to last year’s levels.

Under the current analyses, a longer amortization period would increase the additional bonding capacity. If the Commission policy changes to allow a longer maximum maturity, the bonding capacity would change accordingly. Furthermore, the Department projects that the annual federal receipts will remain at the \$3.4 billion level in calendar year 2016, so total bonding capacity levels are expected to remain high continuing into 2017 even if interest rates were to rise during that time.

The following table summarizes key results of our analyses based on the actual federal aid receipts deposited into the State Highway Account in 2015. Detailed worksheets supporting the results can be found in **Attachments C, D-1, and D-2**.

Summary of Results for GARVEE Bonding Capacity Sensitivity Analyses		
Final Maturity Amortization Period	Base Case: March 1, 2016 ‘A’ MMD Scale	Market Sensitivity Case: Base Case plus 100 Basis Points
6 years	\$3.00 billion	\$2.90 billion
12 years	\$5.51 billion	\$5.19 billion

VII. California Transportation Commission Policy

The Commission adopted a GARVEE policy in December 2003. This policy extends through the Federal Transportation Reauthorization Act. The current transportation reauthorization act has been extended through September 30, 2020.

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

- Debt Limit.** The Commission limits annual GARVEE debt service to 15 percent of qualifying federal revenues. This limit will be calculated on the basis described in Section 14553.4 of the Government Code (i.e., 15 percent of the total amount of federal transportation funds deposited in the State Highway Account for any consecutive 12-month period within the preceding 24 months). In 2004, SB 1507 amended the statutory cap from a 30 percent limit to a 15 percent limit, which aligned it with the Commission’s policy.
- Term.** Each bond is structured for debt service payments over a term of no more than 12 years.
- Project Selection.** The Commission selects projects for accelerated construction through the use of GARVEE bonding. The selection will be made through the programming process for the STIP and the SHOPP. The Commission will select projects that are major improvements to corridors and gateways for interregional travel and goods movement. Major improvements include projects that increase capacity, reduce travel time, or provide long-life rehabilitation of key bridges or roadways.

VIII. Recent Events

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

IX. Conclusion

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

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

ATTACHMENT A-1
 FEDERAL DEPOSITS INTO THE
 STATE HIGHWAY ACCOUNT

**Cumulative 12-Month
 Federal Deposits into the State Highway Account
 Over 24-Month Period, ending December 31, 2015**

Period Covered	12-Month Total Revenues Deposited	
Jan 14 - Dec 14	\$3,468,062,693.10	
Feb 14 - Jan 15	\$3,467,088,644.88	
Mar 14 - Feb 15	\$3,447,350,818.89	
Apr 14 - Mar 15	\$3,468,328,468.45	
May 14 - Apr 15	\$3,343,264,903.33	
Jun 14 - May 15	\$3,351,731,927.88	
Jul 14 - Jun 15	\$3,399,554,716.89	
Aug 14 - Jul 15	\$3,409,197,554.85	
Sep 14 - Aug 15	\$3,414,844,379.11	
Oct 14 - Sep 15	\$3,502,455,305.90	
Nov 14 - Oct 15	\$3,303,577,459.36	Lowest 12-Month Total
Dec 14 - Nov 15	\$3,528,655,786.42	
Jan 15 - Dec 15	\$3,583,749,469.76	Highest 12-Month Total
	\$3,437,527,856.06	Average 12-Month Total

Source: California Department of Transportation

ATTACHMENT A - 2
FEDERAL DEPOSITS INTO THE
STATE HIGHWAY ACCOUNT

Monthly Deposits of Legally Pledged Federal Transportation Fund					
	2011	2012	2013	2014	2015
Month	Deposit Amount	Deposit Amount	Deposit Amount	Deposit Amount	Deposit Amount
January	\$389,063,404.04	\$289,148,449.88	\$266,012,158.70	\$317,157,116.05	\$316,183,067.83
February	\$155,558,369.65	\$213,989,165.30	\$200,005,121.39	\$257,137,710.51	\$237,399,884.52
March	\$236,920,034.82	\$438,321,351.25	\$278,582,563.78	\$244,784,115.40	\$265,761,764.96
April	\$185,631,604.91	\$231,244,325.22	\$340,139,440.60	\$336,212,643.54	\$211,149,078.42
May	\$399,251,077.85	\$312,928,985.45	\$270,273,817.64	\$293,067,814.33	\$301,534,838.88
June	\$303,302,807.89	\$269,369,114.62	\$285,289,981.72	\$220,385,373.69	\$268,208,162.70
July	\$183,338,941.67	\$450,815,965.63	\$362,969,334.38	\$356,485,925.72	\$366,128,763.68
August	\$582,687,851.42	\$403,368,240.18	\$296,088,386.72	\$308,348,149.28	\$313,994,973.54
September	\$315,712,808.68	\$406,397,077.43	\$368,002,029.29	\$316,054,720.78	\$403,665,647.57
October	\$414,379,161.36	\$398,397,382.31	\$480,449,043.79	\$380,153,846.50	\$181,275,999.96
November	\$456,066,414.04	\$284,658,403.31	\$256,150,740.49	\$243,240,674.72	\$468,319,001.78
December	\$251,221,938.27	\$222,659,793.42	\$283,721,485.26	\$195,034,602.58	\$250,128,285.92
TOTAL	\$3,873,134,414.60	\$3,921,298,254.00	\$3,687,684,103.76	\$3,468,062,693.10	\$3,583,749,469.76
Monthly Average	\$322,761,201.22	\$326,774,854.50	\$307,307,008.65	\$289,005,224.43	\$298,645,789.15

Source: California Department of Transportation.

ATTACHMENT B
DETAILED ASSUMPTIONS FOR
SENSITIVITY ANALYSES

Summary of Assumptions for GARVEE Bonding Capacity Sensitivity Analyses			
Base Case – Current Market Conditions			
	Factors	Assumptions	Comments
	Final Maturity	6 and 12 years	Analyses run at each final maturity listed at left.
	Interest Rates	1.51% and 2.16%	Rates indicated relate to each respective final maturity above; listed rates represent the weighted average coupon for a bond issue sizing with level annual debt service.
	Annual Revenues	\$3,583,749,469.76	The Treasurer may not authorize the issuance of the bonds if the annual debt service on all outstanding GARVEE obligations would exceed 15 percent of the State’s historical annual deposits in the State Highway Account from federal funding.

Market Sensitivity Case – Alternative Market Conditions			
	Factors	Assumptions	Comments
	Final Maturity	6 and 12 years	Analyses run at each final maturity listed at left.
	Interest Rates	2.51% and 3.16%	Rates indicated relate to each respective final maturity above; listed rates represent the weighted average coupon for a bond issue sizing with level annual debt service.
	Annual Revenues	\$3,583,749,469.76	The Treasurer may not authorize the issuance of the bonds if the annual debt service on all outstanding GARVEE obligations would exceed 15 percent of the State’s historical annual deposits in the State Highway Account from federal funding.

ATTACHMENT C
DETAILED WORKSHEET FOR
SENSITIVITY ANALYSES

OVERVIEW OF GARVEE BONDING CAPACITY ANALYSES	
<p>The bond test requires that the annual payment obligations of all outstanding notes in any fiscal year do not exceed 15 percent of the total amount of Federal Transportation Funds deposited into the State Highway Account for the highest consecutive 12-month period within the preceding 24 months. The maximum Annual Debt Service on the outstanding Bonds has been subtracted from the highest 12 consecutive months of deposits during the preceding 24 months in order to calculate the remaining Additional Debt Capacity.</p>	
	(Dollars in Thousands)
Base Case	
Maximum Par Amount of Bonding Capacity	\$2,996,972
Interest rate	1.51%
Maximum Assumed Annual Debt Service *	\$526,169
Term of Bond Issue	6
Market Sensitivity	
Maximum Par Amount of Bonding Capacity	\$2,897,530
Interest rate	2.51%
Maximum Assumed Annual Debt Service *	\$526,169
Term of Bond Issue	6
Base Case	
Maximum Par Amount of Bonding Capacity	\$5,509,683
Interest rate	2.16%
Maximum Assumed Annual Debt Service *	\$526,169
Term of Bond Issue	12
Market Sensitivity	
Maximum Par Amount of Bonding Capacity	\$5,187,406
Interest rate	3.16%
Maximum Assumed Annual Debt Service *	\$526,169
Term of Bond Issue	12
*15% of legally-pledged Federal Transportation Funds deposited into the State Highway Account less maximum annual debt service for the Series 2008A Bonds.	
(white / non-shaded)	= Base Case Scenarios based on March 1, 2016 'A' MMD Scale
(yellow / shaded)	= Market Sensitivity Case Scenarios based on March 1, 2016 'A' MMD Scale Plus 100 Basis Points

ATTACHMENT D-1
DETAILED SUMMARY TABLES
FOR SENSITIVITY ANALYSES

GARVEE BONDING CAPACITY

Base Case

Highest 12-Month Revenue (\$ in 000's)	\$3,583,749
Debt Service Test (15% of Revenue)	\$537,562
Less: Existing Maximum Annual Series 2008A D/S	-\$11,393
Remaining Maximum Annual Debt Service Capacity	\$526,169

(Dollars in Thousands)

	6 Years	12 Years
Assumed Date of Issuance	2016	2016
Assumed Final Maturity	2022	2028
Assumed Interest Rate ⁽¹⁾	1.51%	2.16%
Par Capacity	\$2,996,972	\$5,509,683
Annual Debt Service Required	\$526,169	\$526,169

⁽¹⁾ The assumed interest rates are based on the March 1, 2016 'A' MMD bond scale. The rates used are the weighted average coupon for a level debt service bond sizing based upon the final maturity in each scenario.

ATTACHMENT D-2
DETAILED SUMMARY TABLES
FOR SENSITIVITY ANALYSES

GARVEE BONDING CAPACITY

Market Sensitivity Case

Highest 12-Month Revenue (\$ in 000's)	\$3,583,749
Debt Service Test (15% of Revenue)	\$537,562
Less: Existing Maximum Annual Series 2008A D/S	-\$11,393
Remaining Maximum Annual Debt Service Capacity	\$526,169

(Dollars in Thousands)

	6 Years	12 Years
Assumed Year of Issuance	2016	2016
Assumed Final Maturity	2022	2028
Assumed Interest Rate ⁽¹⁾	2.51%	3.16%
Par Capacity	\$2,897,530	\$5,187,406
Annual Debt Service Required	\$526,169	\$526,169

⁽¹⁾ The assumed interest rates are based on the March 1, 2016 'A' MMD bond scale (increased by 100 basis points (1%) for market fluctuations). The rates used are the weighted average coupon for a level debt service bond sizing based upon the final maturity in each scenario.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 4.5
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

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

SUMMARY:

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

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

On January 19, 2016, the State Treasurer's Office issued a memo proposing to amend the government code to eliminate the annual capacity reporting requirement, and instead require the preparation of a bonding capacity analysis only when requested by the Commission when the California Department of Transportation (Department) anticipates the issuance of new GARVEE bonds. Mandating the preparation of the bonding capacity analysis only when requested will eliminate the time and cost associated with preparation of the report on an annual basis. The proposal is currently in the Transportation Omnibus Bill.

BACKGROUND:

The State's authority for issuance of GARVEE obligations derives both from federal legislation and from the passage of SB 928 in 1999, which established Government Code Sections 14550 through 14555.9. The bill was sponsored by the State Treasurer's Office to ensure California had the necessary state legislative authority to make use of this new financing tool for accelerating high priority transportation projects. SB 928 became effective January 1, 2000, and was further amended

by Assembly Bill (AB) 438 (Chapter 113, Statutes of 2001), AB 3026 (Chapter 438, Statutes of 2002), SB 1098 (Chapter 212, Statutes of 2004), and SB 1507 (Chapter 793, Statutes of 2004).

The Department issued the Series 2004A GARVEE bonds in the amount of \$614,850,000 and the Series 2008A GARVEE bonds in the amount of \$97,635,000. As of December 31, 2015, \$49.315 million of the total \$712.485 million bond principal was outstanding.

Attachments

OFFICE OF THE TREASURERP. O. BOX 942809
SACRAMENTO, CA 94209-0001

April 1, 2016

Mr. Bob Alvarado
Chairperson
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

Re: GARVEE Bonding Capacity

Dear Mr. Bob Alvarado:

Attached for your review is a report on California's GARVEE bonding capacity. This is the sixteenth annual capacity analysis prepared in compliance with the provisions of SB 928 (Chapter 862, Statutes of 1999), which was enacted to ensure that California has the necessary legislative authority to make use of Grant Anticipation Revenue Vehicles, or GARVEE bonds, a financing tool for the acceleration of high priority transportation projects.

Please let me know how this office may be of further assistance as you continue to consider using GARVEE bonds as a financing tool.

Sincerely,

A handwritten signature in blue ink that reads "Blake Fowler".

BLAKE FOWLER
Director
Public Finance Division

Enclosure

cc: Governor Jerry Brown
Senator Kevin de León, President Pro Tempore
Assembly Member Anthony Rendon, Speaker
Senator Jim Beall, Chair, Senate Transportation and Housing Committee
Assembly Member Jim Frazier, Chair, Assembly Transportation Committee
Michael Cohen, Director of Finance
Members, California Transportation Commission
Will Kempton, Executive Director, California Transportation Commission

**Analyses of
GARVEE
Bonding Capacity
2016**

Analyses for the
California Transportation Commission
April 2016

State Treasurer John Chiang



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Executive Summary

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

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

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

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

On March 10, 2004, the State of California (“the State”) issued \$614,850,000 of GARVEE Bonds Series 2004A (“Series 2004A Bonds”) in order to pay a portion of the costs of acquisition of right-of-way and/or construction costs for eight federal-aid State Transportation Improvement Program (“STIP”) projects approved by the Commission. The Series 2004A Bonds fully matured on February 1, 2015 and all eight projects have been completed. On October 16, 2008, the State issued a second series of GARVEE Bonds, the Series 2008A Bonds, in the amount of \$97,635,000. As of April 1, 2016, the Series 2008A Bonds have an outstanding principal balance of \$40,345,000. The maximum annual debt service of the outstanding Series 2008A Bonds is \$11,392,793.75 in Fiscal Year 2017-18. The Series 2008A Bonds carry underlying ratings of ‘A2’ from Moody’s Investors Service, ‘AA’ from Standard & Poor’s, and ‘A+’ from Fitch Ratings.

The analyses for 2016 show a bonding capacity ranging from a low of approximately \$2.90 billion to a high of approximately \$5.51 billion under varying market conditions and amortization periods. The \$2.90 billion bonding capacity level results from a 6-year amortization with an assumed interest rate of 2.51 percent under a Market Sensitivity Case scenario, and the \$5.51 billion bonding capacity level results from a 12-year amortization with an assumed interest rate of 2.16 percent under a Base Case scenario.

The 2016 analyses show that the bonding capacity has decreased by approximately 5.3 percent for a 6-year final maturity amortization period when compared to the same analyses of 2015, and has decreased by approximately 4.5 percent for a 12-year final maturity amortization period when compared to the same analyses of 2015. The principal factor contributing to the decrease in bonding capacity from the 2015 analyses is that the highest consecutive 12 months of pledged revenue deposits into the State Highway Account from January 2014 through December 2015 decreased by more than \$212 million when compared to the amount used in the 2015 analyses for the period January 2013 through December 2014.

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

I. Purpose of Analyses

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

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

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

II. The Series 2008A GARVEE Financing

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

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

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

III. Need for Sensitivity Analyses

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

IV. Information Sources

Pledged Revenues:

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

To be consistent with Section 14553.4 of the Government Code, the total annual federal aid receipts, without exceptions, have been used to calculate the annual GARVEE bonding capacity. This information was provided for this report on a monthly basis over the period of January 2014 through December 2015. See **Attachments A-1 and A-2** for the monthly deposits data and related calculations. The additional bonds test is based on the highest consecutive 12 months of pledged revenue deposits during the prior 24-month period. These historic annual deposits are a known quantity at any given point in time, but are clearly subject to change over time, and must be re-examined at the time of each potential GARVEE bond issuance.

Final Maturities:

The analyses in the report assume that any additional GARVEE bonds issued in 2016 will have final maturities in 2022 and 2028.

Interest Rate Assumptions:

Estimates of potential interest costs under various scenarios were developed by the STO based on the 'A' high-grade municipal bond benchmark published by Municipal Market Data ("MMD"), a widely used industry benchmark. The interest rate assumptions used for the analyses are based on the weighted average coupon, using a level debt solution for each final maturity (or amortization period), which reflects the structure of the Series 2008A Bonds.

V. Summary of Alternative Assumptions

For the 2016 bonding capacity analyses, we used the MMD ‘A’ municipal bond benchmark. Since the Series 2008A Bonds carry underlying ratings of ‘A2’ from Moody’s Investors Service, ‘AA’ from Standard & Poor’s, and ‘A+’ from Fitch Ratings, we have assumed that a new issuance of GARVEE Bonds in the current environment would also carry underlying ratings that are split among the ‘A’ and ‘AA’ grades.

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

1. **Base Case:** Interest rates are based on the March 1, 2016 MMD ‘A’ municipal bond benchmark.
2. **Market Sensitivity Case:** Base Case plus 100 basis points.

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

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

Factors	Range of Assumptions
Final Maturity	Two scenarios: at 6 and 12 years from date of issuance
Assumed Interest Rates	Two scenarios: one at ‘A’ MMD market rates on March 1, 2016 and one at 100 basis points above the March 1, 2016 ‘A’ MMD market rates

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

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

If, instead, such bonds were staggered and this financing structure was assumed to have a fixed “end date” represented by the assumed final maturity used in each scenario, each resulting measure of maximum bonding capacity would have to be adjusted downward. This would be necessary because the GARVEE bonds issued in subsequent years would have a shorter period during which to amortize principal before the fixed end date. This would increase the annual debt service necessary for a given par amount of bonds, causing a reduction in total bonding capacity, assuming a fixed amount of annual revenues for each scenario.

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

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

VI. Summary of Results

As of March 1, 2016, the weighted average interest rate for ‘A’ rated bonds with a 6-year final maturity was 1.51 percent (a decrease of 0.126 percent compared to last year’s level) and with a 12-year final maturity was 2.16 percent (a decrease of 0.203 percent compared to last year’s level). These slight decreases in assumed interest rates from those used for the 2015 analyses were significantly offset by the fact that the highest consecutive 12 months of annual deposits in the State Highway Account during the past 24 months was more than \$212 million less than was the same factor used for the 2015 analyses. This is due to total deposits into the State Highway Account during 2014-2015 being almost \$104 million less than total deposits into the State Highway Account during 2013-2014 (see **Attachment A-2**).

The analyses show that a bond issuance with a 6-year maturity corresponds to a bonding capacity ranging from approximately \$2.90 billion (Market Sensitivity Case) to approximately \$3.00 billion (Base Case). These levels represent a decrease of approximately \$162.38 million and \$167.71 million, respectively, compared to 2015, or a decrease of approximately 5.3 percent for a 6-year maturity compared to last year’s levels.

The Commission policy established 12 years as the maximum maturity for GARVEE bonds. If future bond issues are structured with a 12-year amortization period consistent with the current Commission policy and at current interest rate levels, the remaining capacity for issuance of GARVEE bonds would be from approximately \$5.19 billion (Market Sensitivity Case) to approximately \$5.51 billion (Base Case). These levels represent a decrease of approximately \$247.94 million and \$261.35 million, respectively, compared to 2015, or a decrease of approximately 4.6 percent for a 12-year maturity compared to last year’s levels.

Under the current analyses, a longer amortization period would increase the additional bonding capacity. If the Commission policy changes to allow a longer maximum maturity, the bonding capacity would change accordingly. Furthermore, the Department projects that the annual federal receipts will remain at the \$3.4 billion level in calendar year 2016, so total bonding capacity levels are expected to remain high continuing into 2017 even if interest rates were to rise during that time.

The following table summarizes key results of our analyses based on the actual federal aid receipts deposited into the State Highway Account in 2015. Detailed worksheets supporting the results can be found in **Attachments C, D-1, and D-2**.

Summary of Results for GARVEE Bonding Capacity Sensitivity Analyses		
Final Maturity Amortization Period	Base Case: March 1, 2016 ‘A’ MMD Scale	Market Sensitivity Case: Base Case plus 100 Basis Points
6 years	\$3.00 billion	\$2.90 billion
12 years	\$5.51 billion	\$5.19 billion

VII. California Transportation Commission Policy

The Commission adopted a GARVEE policy in December 2003. This policy extends through the Federal Transportation Reauthorization Act. The current transportation reauthorization act has been extended through September 30, 2020.

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

- Debt Limit.** The Commission limits annual GARVEE debt service to 15 percent of qualifying federal revenues. This limit will be calculated on the basis described in Section 14553.4 of the Government Code (i.e., 15 percent of the total amount of federal transportation funds deposited in the State Highway Account for any consecutive 12-month period within the preceding 24 months). In 2004, SB 1507 amended the statutory cap from a 30 percent limit to a 15 percent limit, which aligned it with the Commission’s policy.
- Term.** Each bond is structured for debt service payments over a term of no more than 12 years.
- Project Selection.** The Commission selects projects for accelerated construction through the use of GARVEE bonding. The selection will be made through the programming process for the STIP and the SHOPP. The Commission will select projects that are major improvements to corridors and gateways for interregional travel and goods movement. Major improvements include projects that increase capacity, reduce travel time, or provide long-life rehabilitation of key bridges or roadways.

VIII. Recent Events

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

IX. Conclusion

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

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

ATTACHMENT A-1
 FEDERAL DEPOSITS INTO THE
 STATE HIGHWAY ACCOUNT

**Cumulative 12-Month
 Federal Deposits into the State Highway Account
 Over 24-Month Period, ending December 31, 2015**

Period Covered	12-Month Total Revenues Deposited	
Jan 14 - Dec 14	\$3,468,062,693.10	
Feb 14 - Jan 15	\$3,467,088,644.88	
Mar 14 - Feb 15	\$3,447,350,818.89	
Apr 14 - Mar 15	\$3,468,328,468.45	
May 14 - Apr 15	\$3,343,264,903.33	
Jun 14 - May 15	\$3,351,731,927.88	
Jul 14 - Jun 15	\$3,399,554,716.89	
Aug 14 - Jul 15	\$3,409,197,554.85	
Sep 14 - Aug 15	\$3,414,844,379.11	
Oct 14 - Sep 15	\$3,502,455,305.90	
Nov 14 - Oct 15	\$3,303,577,459.36	Lowest 12-Month Total
Dec 14 - Nov 15	\$3,528,655,786.42	
Jan 15 - Dec 15	\$3,583,749,469.76	Highest 12-Month Total
	\$3,437,527,856.06	Average 12-Month Total

Source: California Department of Transportation

ATTACHMENT A - 2
FEDERAL DEPOSITS INTO THE
STATE HIGHWAY ACCOUNT

Monthly Deposits of Legally Pledged Federal Transportation Fund					
	2011	2012	2013	2014	2015
Month	Deposit Amount	Deposit Amount	Deposit Amount	Deposit Amount	Deposit Amount
January	\$389,063,404.04	\$289,148,449.88	\$266,012,158.70	\$317,157,116.05	\$316,183,067.83
February	\$155,558,369.65	\$213,989,165.30	\$200,005,121.39	\$257,137,710.51	\$237,399,884.52
March	\$236,920,034.82	\$438,321,351.25	\$278,582,563.78	\$244,784,115.40	\$265,761,764.96
April	\$185,631,604.91	\$231,244,325.22	\$340,139,440.60	\$336,212,643.54	\$211,149,078.42
May	\$399,251,077.85	\$312,928,985.45	\$270,273,817.64	\$293,067,814.33	\$301,534,838.88
June	\$303,302,807.89	\$269,369,114.62	\$285,289,981.72	\$220,385,373.69	\$268,208,162.70
July	\$183,338,941.67	\$450,815,965.63	\$362,969,334.38	\$356,485,925.72	\$366,128,763.68
August	\$582,687,851.42	\$403,368,240.18	\$296,088,386.72	\$308,348,149.28	\$313,994,973.54
September	\$315,712,808.68	\$406,397,077.43	\$368,002,029.29	\$316,054,720.78	\$403,665,647.57
October	\$414,379,161.36	\$398,397,382.31	\$480,449,043.79	\$380,153,846.50	\$181,275,999.96
November	\$456,066,414.04	\$284,658,403.31	\$256,150,740.49	\$243,240,674.72	\$468,319,001.78
December	\$251,221,938.27	\$222,659,793.42	\$283,721,485.26	\$195,034,602.58	\$250,128,285.92
TOTAL	\$3,873,134,414.60	\$3,921,298,254.00	\$3,687,684,103.76	\$3,468,062,693.10	\$3,583,749,469.76
Monthly Average	\$322,761,201.22	\$326,774,854.50	\$307,307,008.65	\$289,005,224.43	\$298,645,789.15

Source: California Department of Transportation.

ATTACHMENT B
DETAILED ASSUMPTIONS FOR
SENSITIVITY ANALYSES

Summary of Assumptions for GARVEE Bonding Capacity Sensitivity Analyses			
Base Case – Current Market Conditions			
	Factors	Assumptions	Comments
	Final Maturity	6 and 12 years	Analyses run at each final maturity listed at left.
	Interest Rates	1.51% and 2.16%	Rates indicated relate to each respective final maturity above; listed rates represent the weighted average coupon for a bond issue sizing with level annual debt service.
	Annual Revenues	\$3,583,749,469.76	The Treasurer may not authorize the issuance of the bonds if the annual debt service on all outstanding GARVEE obligations would exceed 15 percent of the State’s historical annual deposits in the State Highway Account from federal funding.

Market Sensitivity Case – Alternative Market Conditions			
	Factors	Assumptions	Comments
	Final Maturity	6 and 12 years	Analyses run at each final maturity listed at left.
	Interest Rates	2.51% and 3.16%	Rates indicated relate to each respective final maturity above; listed rates represent the weighted average coupon for a bond issue sizing with level annual debt service.
	Annual Revenues	\$3,583,749,469.76	The Treasurer may not authorize the issuance of the bonds if the annual debt service on all outstanding GARVEE obligations would exceed 15 percent of the State’s historical annual deposits in the State Highway Account from federal funding.

ATTACHMENT C
DETAILED WORKSHEET FOR
SENSITIVITY ANALYSES

OVERVIEW OF GARVEE BONDING CAPACITY ANALYSES	
<p>The bond test requires that the annual payment obligations of all outstanding notes in any fiscal year do not exceed 15 percent of the total amount of Federal Transportation Funds deposited into the State Highway Account for the highest consecutive 12-month period within the preceding 24 months. The maximum Annual Debt Service on the outstanding Bonds has been subtracted from the highest 12 consecutive months of deposits during the preceding 24 months in order to calculate the remaining Additional Debt Capacity.</p>	
	(Dollars in Thousands)
Base Case	
Maximum Par Amount of Bonding Capacity	\$2,996,972
Interest rate	1.51%
Maximum Assumed Annual Debt Service *	\$526,169
Term of Bond Issue	6
Market Sensitivity	
Maximum Par Amount of Bonding Capacity	\$2,897,530
Interest rate	2.51%
Maximum Assumed Annual Debt Service *	\$526,169
Term of Bond Issue	6
Base Case	
Maximum Par Amount of Bonding Capacity	\$5,509,683
Interest rate	2.16%
Maximum Assumed Annual Debt Service *	\$526,169
Term of Bond Issue	12
Market Sensitivity	
Maximum Par Amount of Bonding Capacity	\$5,187,406
Interest rate	3.16%
Maximum Assumed Annual Debt Service *	\$526,169
Term of Bond Issue	12
*15% of legally-pledged Federal Transportation Funds deposited into the State Highway Account less maximum annual debt service for the Series 2008A Bonds.	
(white / non-shaded)	= Base Case Scenarios based on March 1, 2016 'A' MMD Scale
(yellow / shaded)	= Market Sensitivity Case Scenarios based on March 1, 2016 'A' MMD Scale Plus 100 Basis Points

ATTACHMENT D-1
DETAILED SUMMARY TABLES
FOR SENSITIVITY ANALYSES

GARVEE BONDING CAPACITY

Base Case

Highest 12-Month Revenue (\$ in 000's)	\$3,583,749
Debt Service Test (15% of Revenue)	\$537,562
Less: Existing Maximum Annual Series 2008A D/S	-\$11,393
Remaining Maximum Annual Debt Service Capacity	\$526,169

(Dollars in Thousands)

	6 Years	12 Years
Assumed Date of Issuance	2016	2016
Assumed Final Maturity	2022	2028
Assumed Interest Rate ⁽¹⁾	1.51%	2.16%
Par Capacity	\$2,996,972	\$5,509,683
Annual Debt Service Required	\$526,169	\$526,169

⁽¹⁾ The assumed interest rates are based on the March 1, 2016 'A' MMD bond scale. The rates used are the weighted average coupon for a level debt service bond sizing based upon the final maturity in each scenario.

ATTACHMENT D-2
DETAILED SUMMARY TABLES
FOR SENSITIVITY ANALYSES

GARVEE BONDING CAPACITY

Market Sensitivity Case

Highest 12-Month Revenue (\$ in 000's)	\$3,583,749
Debt Service Test (15% of Revenue)	\$537,562
Less: Existing Maximum Annual Series 2008A D/S	-\$11,393
Remaining Maximum Annual Debt Service Capacity	\$526,169

(Dollars in Thousands)

	6 Years	12 Years
Assumed Year of Issuance	2016	2016
Assumed Final Maturity	2022	2028
Assumed Interest Rate ⁽¹⁾	2.51%	3.16%
Par Capacity	\$2,897,530	\$5,187,406
Annual Debt Service Required	\$526,169	\$526,169

⁽¹⁾ The assumed interest rates are based on the March 1, 2016 'A' MMD bond scale (increased by 100 basis points (1%) for market fluctuations). The rates used are the weighted average coupon for a level debt service bond sizing based upon the final maturity in each scenario.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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-16-33, E-16-34, E-16-35, E-16-36, and E-16-37.

ISSUE:

01-DN-199, PM 8.0/8.5 **RESOLUTION E-16-33**

The attached resolution proposes to approve for future consideration of funding the following project for which a Negative Declaration (ND) has been completed:

- United States Route 199 (U.S. 199) in Del Norte County. Construct roadway improvements including a viaduct and a bridge on a portion of U.S. 199 near Crescent City. (PPNO 1076)

This project in Del Norte County will realign curves, widen lanes and shoulders, construct a viaduct and bridge, and make other improvements on U.S. 199 near Crescent City. The project is programmed in the 2014 State Highway Operation and Protection Program. The total programmed amount is \$7,763,000 for capital and support. Construction is estimated to begin in Fiscal Year 2016-17. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the 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:

04-Ala-680, PM 0.0/4.0
RESOLUTION E-16-34

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Interstate 680 (I-680) in Alameda County. Construct roadway improvements including a pavement rehabilitation on a portion of I-680 in the city of Fremont. (PPNO 0587J)

This project in Alameda County will rehabilitate the roadway mainline and on/off-ramps on a portion I-680 in the city of Fremont. The project is programmed in the 2016 State Highway Operation and Protection Program. The total programmed amount is \$22,360,000 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 2016 State Highway Operation and Protection Program.

A copy of the MND has been provided to Commission staff. The project will result in less than significant impacts to the environment after mitigation. The following resource area may be impacted by the project: biological resources. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, grassland and freshwater marsh habitat for the California red-legged frog and California salamander will be restored both on and off site. As a result, an MND was completed for this project.

Attachment 2

ISSUE:

04-Nap-121, PM 8.9/9.4
RESOLUTION E-16-35

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 121 (SR 121) in Napa County. Replace existing bridge on SR 121 near the city of Napa. (PPNO 0380L)

This project in Napa County will replace the existing bridge on SR 121 near the city of Napa. The project is programmed in the 2014 State Highway Operation and Protection Program. The total programmed amount is \$19,077,000 for capital and support. Construction is estimated to begin in Fiscal Year 2016-17. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2014 State Highway Operation and Protection Program.

A copy of the ND has been provided to Commission staff. The project will result in less than significant impacts to the environment. As a result, an ND was completed for this project.

Attachment 3

ISSUE:

06-Fre-180, PM 26.9
RESOLUTION E-16-36

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 180 (SR 180) in Fresno County. Construct improvements on the Fresno Slough Bridge on SR 180 near the city of Mendota. (PPNO 6680)

This project in Fresno County will stabilize the bridge approaches at the Fresno Slough Bridge on State Route 180 near the city of Mendota. The project is programmed in the 2016 State Highway Operation and Protection Program. The total programmed amount is \$4,062,000 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 2016 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. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, pre-construction surveys will be conducted for all species of concern in the project area, ESA fencing will be installed around sensitive areas, and monitoring of sensitive areas will be done by a qualified biologist. As a result, an MND was completed for this project.

Attachment 4

ISSUE:

12-Ora-1, PM R18.38
RESOLUTION E-16-37

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 1 (SR 1) in Orange County. Construct restoration improvements to the Newport Bay Bridge on SR 1 in the city of Newport Beach. (PPNO 2382)

This project in Orange County will repair failed slope paving and a failed asphalt concrete bike path at the North Arm of the Newport Bay Bridge in the city of Newport Beach. The project is programmed in the 2016 State Highway Operation and Protection Program. The total programmed amount is \$2,813,000 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 2016 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. Avoidance and minimization measures will reduce any potential effects on the environment. These measures include, but are not limited to, the purchase of wetland credits from an approved mitigation bank, shielded lighting will be used for any nighttime construction adjacent to any native vegetation and/or open-water habitats, all construction within jurisdictional waters will occur at a low-tide, and monitoring of sensitive areas will be done by a qualified biologist. As a result, an MND was completed for this project.

Attachment 5

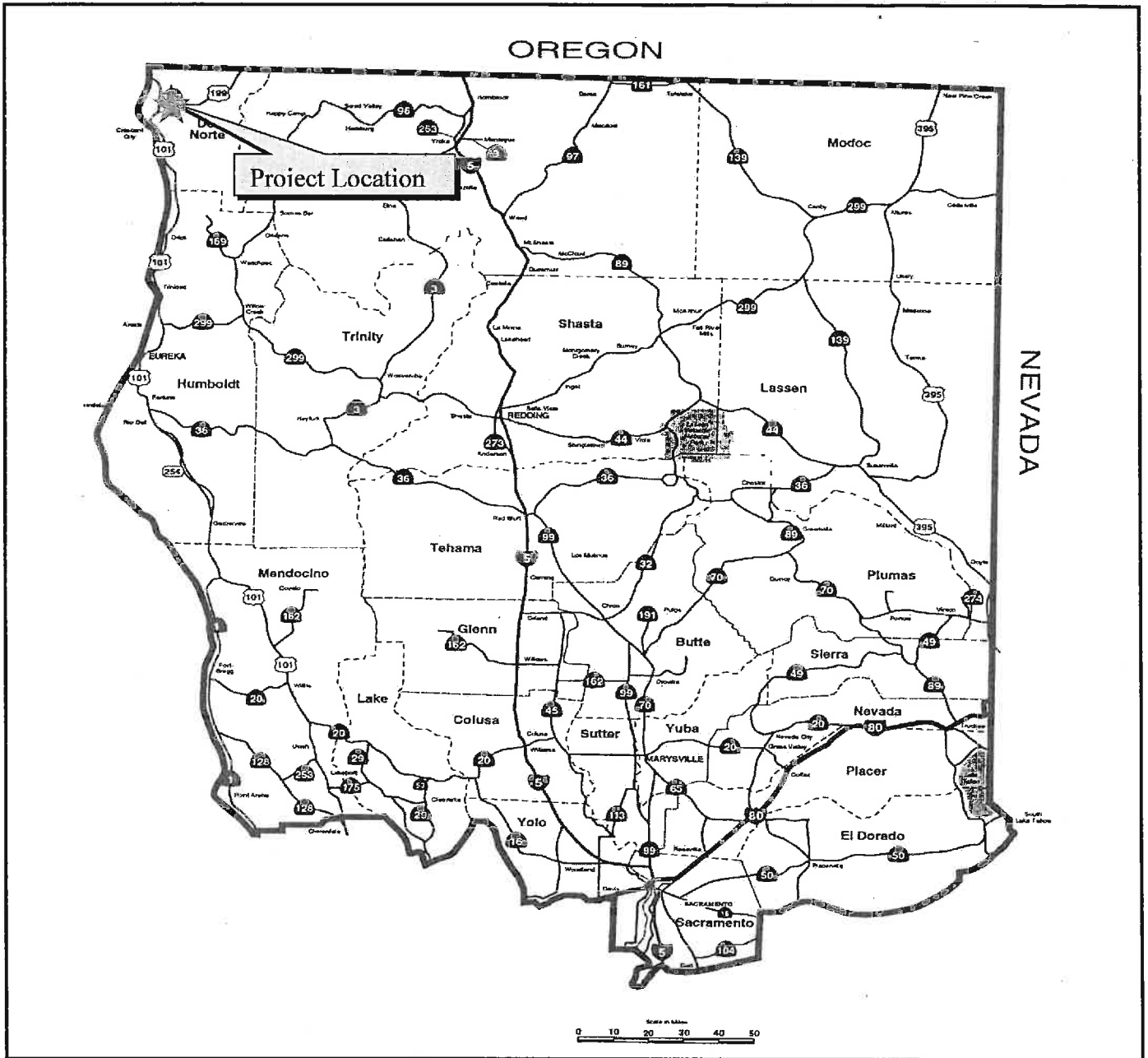
CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

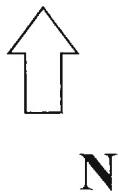
01-DN-199, PM 8.0/8.5

Resolution E-16-33

- 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:
- United States Route 199 (U.S. 199) in Del Norte County.
Construct roadway improvements including a viaduct and a bridge on a portion of U.S. 199 near Crescent City. (PPNO 1076)
- 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.



Project Vicinity Map



**Del Norte County, California
Highway 199 Post Mile 8.25**

**Caltrans District 1
Eureka, CA**

**Smith River Curve Improvement
Project
EA - 01-0B260
EFIS ID - 0112000150**

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

04-Ala-680, PM 0.0/4.0

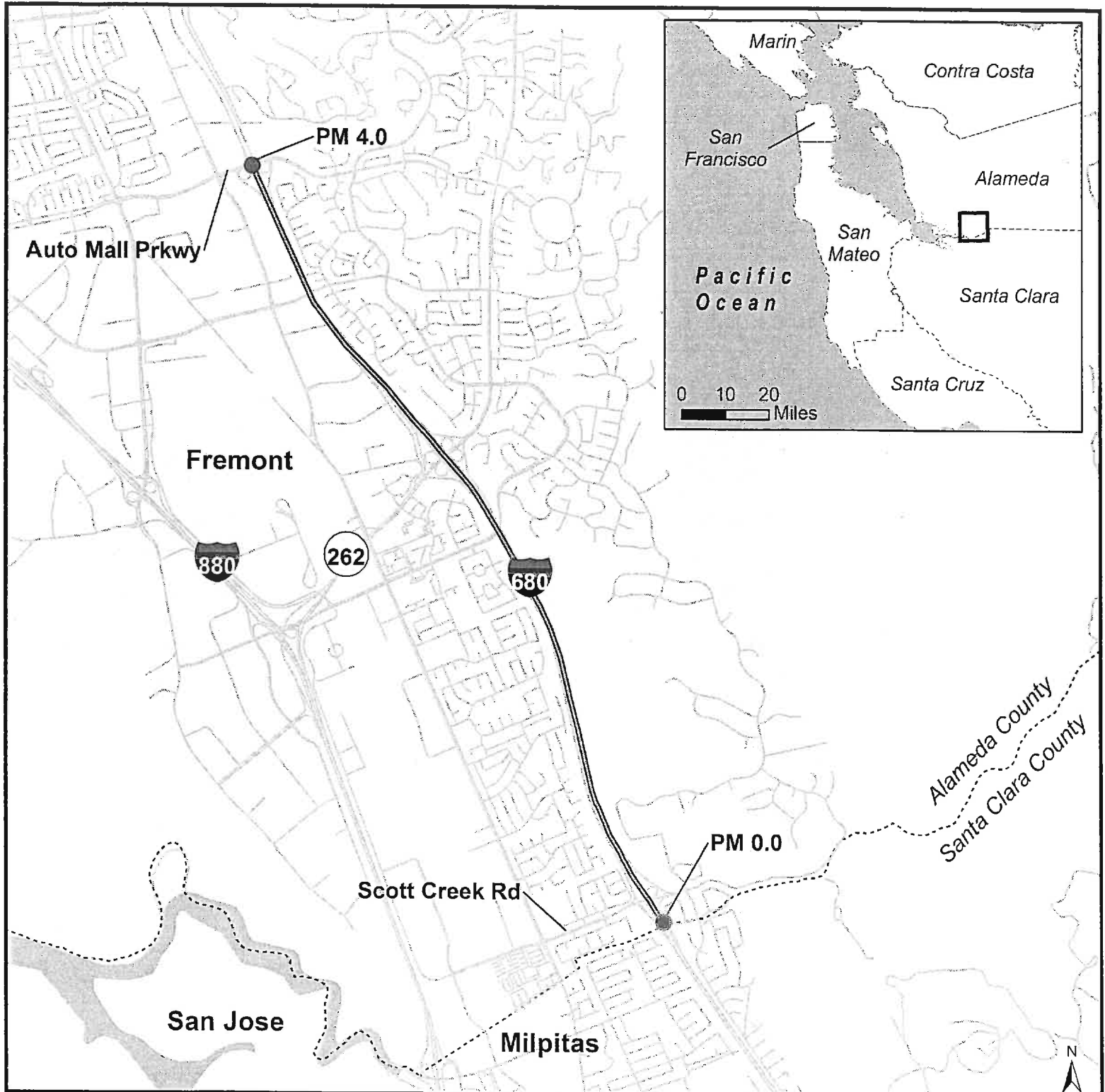
Resolution E-16-34

- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
- Interstate 680 (I-680) in Alameda County. Construct roadway improvements including a pavement rehabilitation on a portion of I-680 in the city of Fremont. (PPNO 0587J)
- 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.

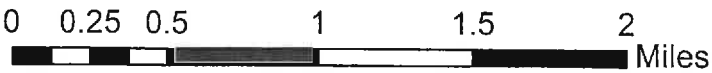
ATTACHMENT 2 Interstate 680 Northbound Pavement Rehabilitation Project

EA 04-3G600; Project ID 04-1200-0139

SCH #2015112051



March 2016



- Project Post Miles (PM)
- Project Location
- Roads
- County Boundary
- Water
- Urban



CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

04-Nap-121, PM 8.9/9.4

Resolution E-16-35

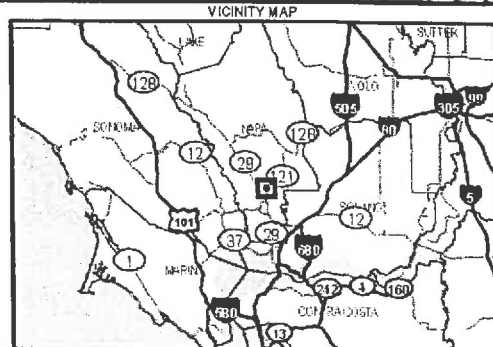
- 1.1 WHEREAS**, the California Department of Transportation (Department) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the State CEQA Guidelines for the following project:
- State Route 121 (SR 121) in Napa County. Replace existing bridge on SR 121 near the city of Napa. (PPNO 0380L)
- 1.2 WHEREAS**, the Department has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Negative Declaration; and
- 1.4 WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 3

Figure 1-1 Project Vicinity



LEGEND
Project Location



CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding

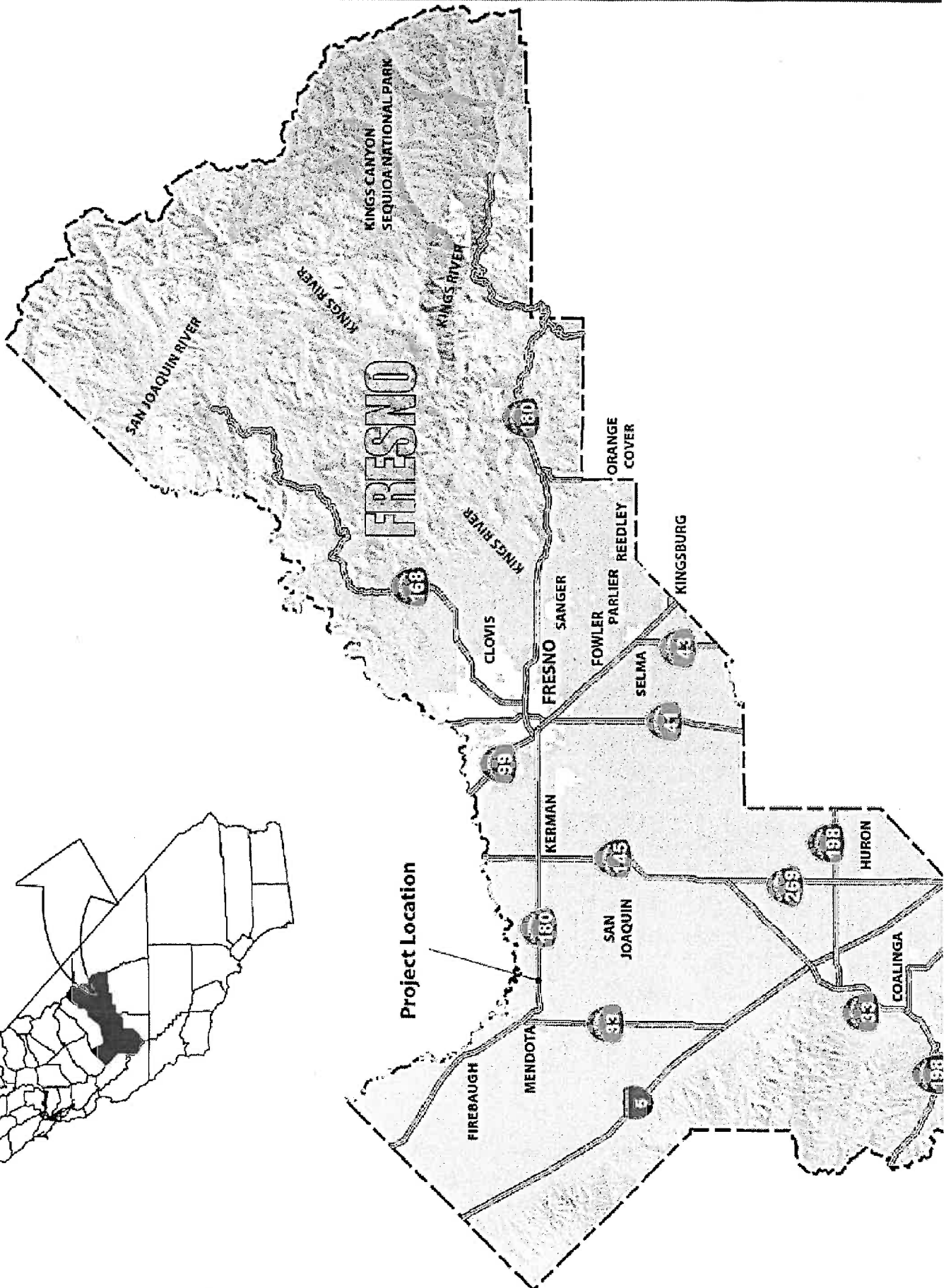
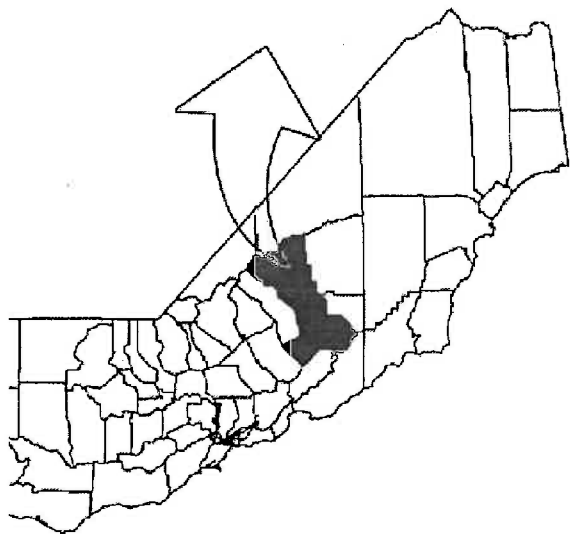
06-Fre-180, PM 26.9

Resolution E-16-36

- 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 180 (SR 180) in Fresno County. Construct improvements on the Fresno Slough Bridge on SR 180 near the city of Mendota. (PPNO 6680)
- 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.



06-FRE-180-PM 26.9
EA: 06-0Q510



Project Location

CALIFORNIA TRANSPORTATION COMMISSION

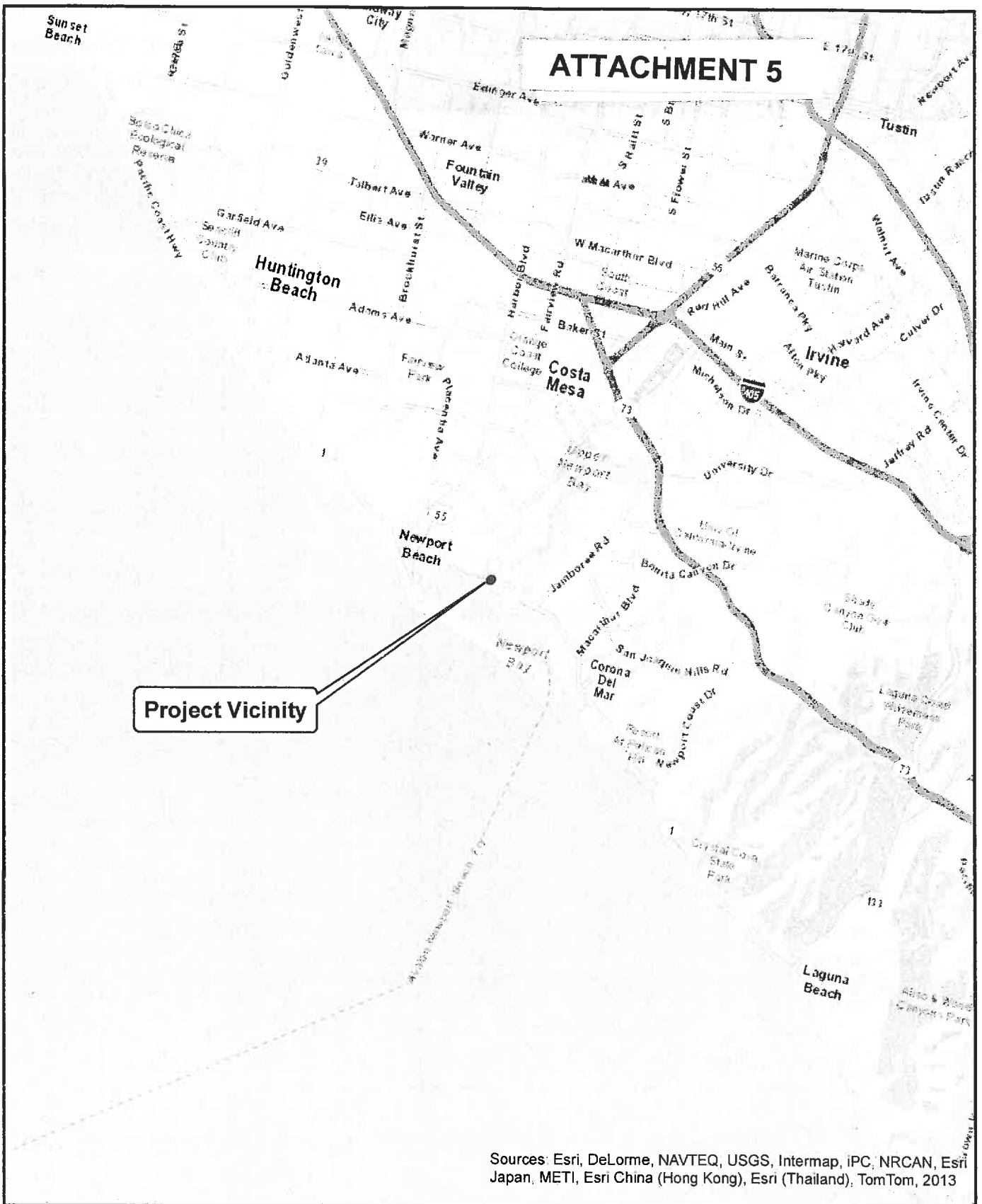
Resolution for Future Consideration of Funding

12-Ora-1, PM R18.38

Resolution E-16-37




- 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 1 (SR 1) in Orange County. Construct restoration improvements to the Newport Bay Bridge on SR 1 in the city of Newport Beach. (PPNO 2382)
- 1.2 WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and
- 1.3 WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.4 WHEREAS**, the project will not have a significant effect on the environment.
- 2.1 NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 5



Sources: Esri, DeLorme, NAVTEQ, USGS, Intermap, iPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013

Project Vicinity: Figure 1

<p>Legend</p> <p> Project Area</p>	<p>PCH and Dover Drive Bike Path Repair Project EA 0N910/EFIS 1215000008 PM R18.38</p>	<p>0 0.5 1 2 3 4 Miles</p>  
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M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 2.2c.(2)
Action

From: SUSAN BRANSEN
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR THE NEVADA STREET
PEDESTRIAN AND BICYCLE FACILITIES PROJECT (RESOLUTION E-16-38)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Nevada Street Pedestrian and Bicycle Project (Project) in Placer 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 Auburn (City) is the CEQA lead agency for the project. The project will widen Nevada Street to add Class II bicycle lanes and a continuous sidewalk between Placer Street and Fulweiler Avenue.

On November 9, 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, biological resources, geology and soils, cultural resources, traffic and noise abatement. Mitigation measures include, but are not limited to: requires completion of a Dust Control Plan, mandatory Worker Environmental Awareness Training, consultation with an archaeologist for removal and excavation activities, limits weekday construction from 7:00 AM to 6:00 PM, and provides for written notification of businesses, residents and the Auburn Cemetery regarding construction schedules and expected traffic delays.

On April 20, 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 \$2,927,830 and is fully funded through construction with Active Transportation Program (ATP) Funds (\$799,000), Congestion Mitigation and Air Quality (CMAQ) Funds (\$651,388), Local Funds (\$962,010) and Other Funds (\$515,432). Construction is estimated to begin in Fiscal Year 2015/16.

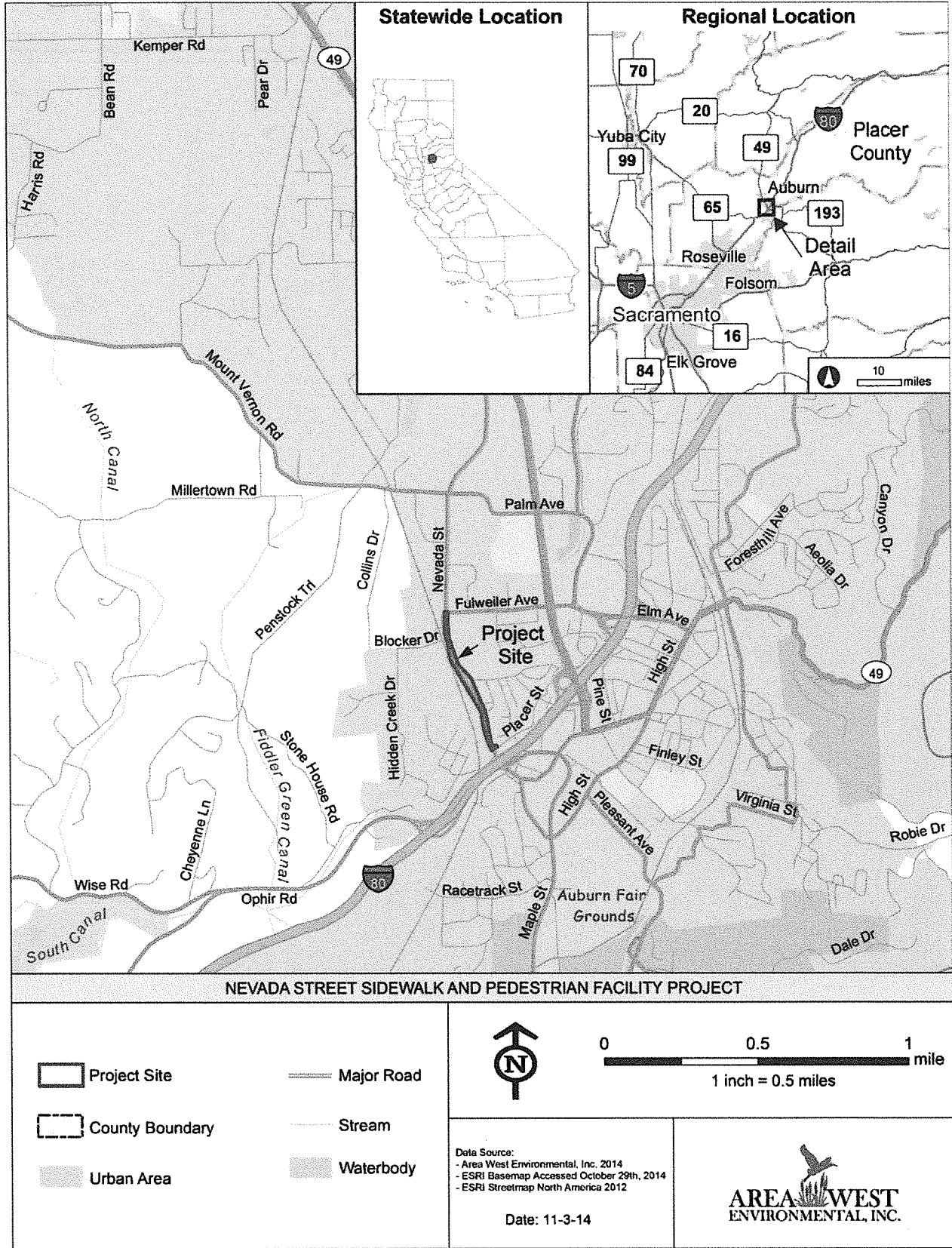
Attachments

- Resolution E-16-38
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 03 – Placer County Resolution E-16-38

- 1.1 **WHEREAS**, the City of Auburn has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - Nevada Street Pedestrian and Bicycle Facilities Project
- 1.2 **WHEREAS**, the City of Auburn 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 widen Nevada Street to add Class II bicycle lanes and a continuous sidewalk between Placer Street and Fulweiler Avenue; and
- 1.4 **WHEREAS**, the project is located on Nevada Street between Fulweiler Avenue and Placer Street in the City of Auburn, Placer County; and
- 1.5 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.6 **WHEREAS**, the Auburn City Council found that the proposed project would not have a significant effect on the environment after mitigation; and
- 1.7 **WHEREAS**, the Auburn City Council approved the Mitigated Negative Declaration.
- 1.8 **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.



D:\114-005 MYCO Auburn Sidewalk\mxd\Figure1_JPEG_verticallayout_6.5x11_10.0.mxd

Figure 1. Project Vicinity Map

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 2.2c.(3)
Action

From: SUSAN BRANSEN
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR NORTH BEALE ROAD COMPLETE
STREETS REVITALIZATION PHASE I PROJECT (RESOLUTION E-16-39)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the North Beale Road Complete Streets Revitalization Phase I Project (Project) in Yuba 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 Yuba (County) is the CEQA lead agency for the project. The project will construct curbs, gutters, sidewalks, ADA compliant corner ramps, storm drain system, transit stop enhancements, intersection improvements, and streetscape features.

On December 2, 2015, the County 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, hazardous materials and hydrology and water quality. Mitigation measures include, but are not limited to: requires topsoil re-vegetation, a biological survey for nesting patterns of the Swainson's Hawk, setbacks for elderberry plants, procurement of the National Pollution Discharge Elimination Permit and establishes procedures for cleaning and reporting spills.

On May 13, 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 \$3,075,400 and is fully funded through construction with State Transportation Improvement Program (STIP) Funds (\$1,765,000) and Local Funds (\$1,310,400). Construction is estimated to begin in Fiscal Year 2015/16.

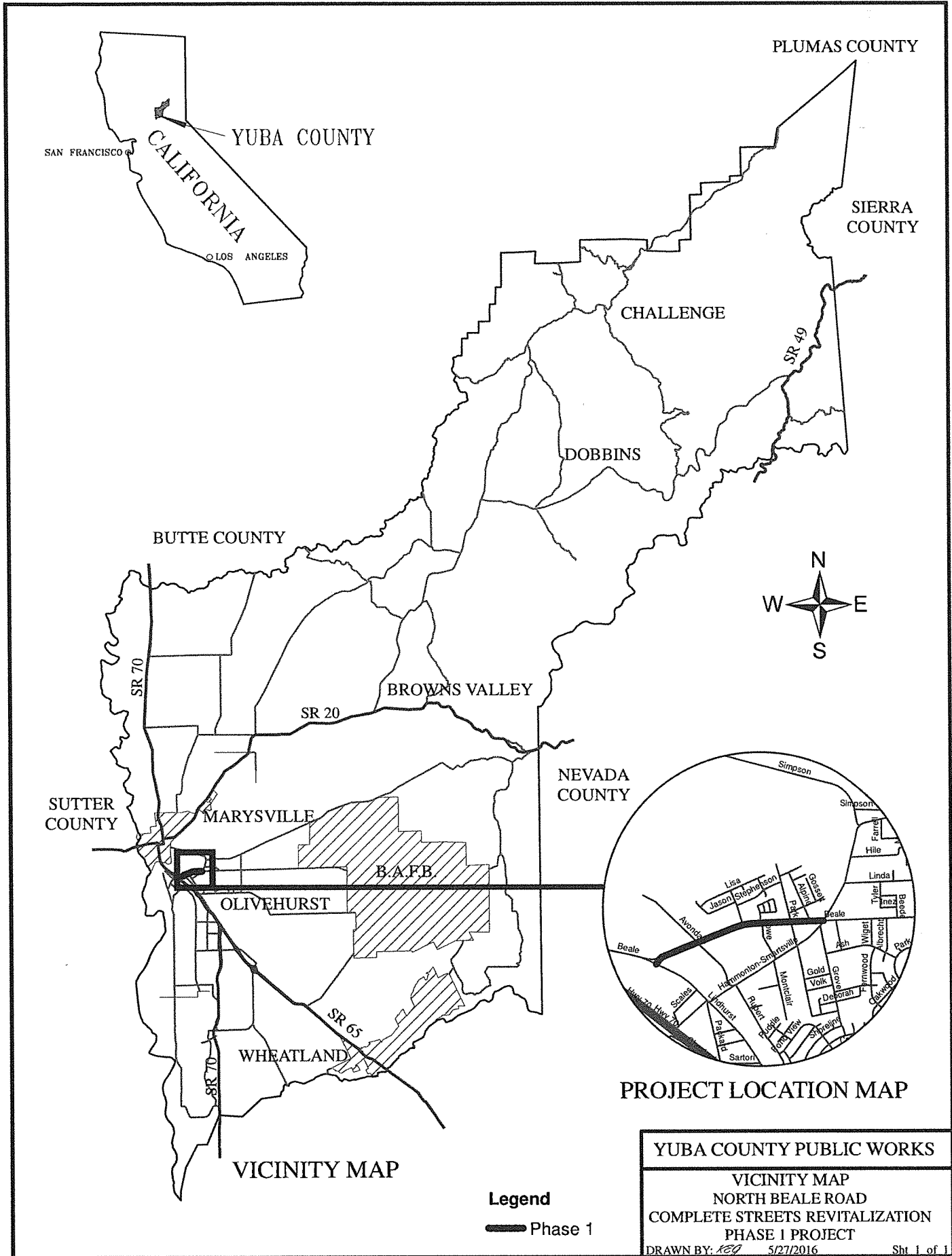
Attachments

- Resolution E-16-39
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 03 – Yuba County Resolution E-16-39

- 1.1 **WHEREAS**, the County of Yuba has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - North Beale Road Complete Streets Revitalization Phase I Project
- 1.2 **WHEREAS**, the County of Yuba 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 curbs, gutters, sidewalks, ADA compliant corner ramps, storm drain system, transit stop enhancements, intersection improvements, and streetscape features; and
- 1.4 **WHEREAS**, the project is located on North Beale Road from Lindhurst Avenue to Hammonton-Smartsville Road in the Community of Linda; and
- 1.5 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.6 **WHEREAS**, the County of Yuba Board of Supervisors found that the proposed project would not have a significant effect on the environment after mitigation; and
- 1.7 **WHEREAS**, the County of Yuba Board of Supervisors approved the Mitigated Negative Declaration.
- 1.8 **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

PROJECT LOCATION MAP

Legend

— Phase 1

YUBA COUNTY PUBLIC WORKS

VICINITY MAP
 NORTH BEALE ROAD
 COMPLETE STREETS REVITALIZATION
 PHASE 1 PROJECT

DRAWN BY: *KEC* 5/27/2016

Sht. 1 of 1

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 2.2c.(4)
Action

From: SUSAN BRANSEN
Executive Director

Subject: APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR THE LOWER LAGUNA CREEK
OPEN SPACE TRAIL PROJECT (RESOLUTION E-16-40)

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Lower Laguna Creek Open Space Trail 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 Elk Grove (City) is the CEQA lead agency for the project. The project will construct a Class I bikeway/multi-use trail connection between the existing Ryland and Laguna Creek Trail Systems from Elk Spring Way to Laguna Creek.

On April 27, 2016, 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 aesthetics, air quality, biological resources. Mitigation measures include, but are not limited to: requires lighting fixtures with directional shielding to minimize impacts to surrounding residences, provides for construction equipment to conform to Enhanced Exhaust Control Practices (EECP), requires surveys of special-status plant species (i.e., Bristly Sedge, Dwarf Downingia, Ferris Milk-Vetch, Heckard’s Pepper-Grass, Hogwallow Starfish and Saline Clover) and recommends the use of detection surveys to monitor the Burrowing Owl.

On May 6 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 \$1,778,00 and is fully funded through construction with Active Transportation Program (ATP) Funds (\$1,573,000) and Local Funds (\$205,000). Construction is estimated to begin in Fiscal Year 2017/18.

Attachments

- Resolution E-16-40
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 03 – Sacramento County Resolution E-16-40

1.1 WHEREAS, the City of Elk Grove has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Lower Laguna Creek Open Space Trail Project

1.2 WHEREAS, the City of Elk Grove has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines; and

WHEREAS, the project will construct a Class I bikeway/multi-use trail connection between the existing Ryland and Laguna Creek Trail Systems from Elk Spring Way to Laguna Creek; and

1.3 WHEREAS, the project is located at approximately 0.5 miles east of Franklin boulevard, and approximately two miles west of California State Route 99, within portions of Sections 21 and 28, Township 7 North, Range 5 East on the USGS Florin, California 7.5-minute quadrangle; and

1.5 WHEREAS, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration; and

1.6 WHEREAS, the Elk Grove City Council found that the proposed project would not have a significant effect on the environment after mitigation; and

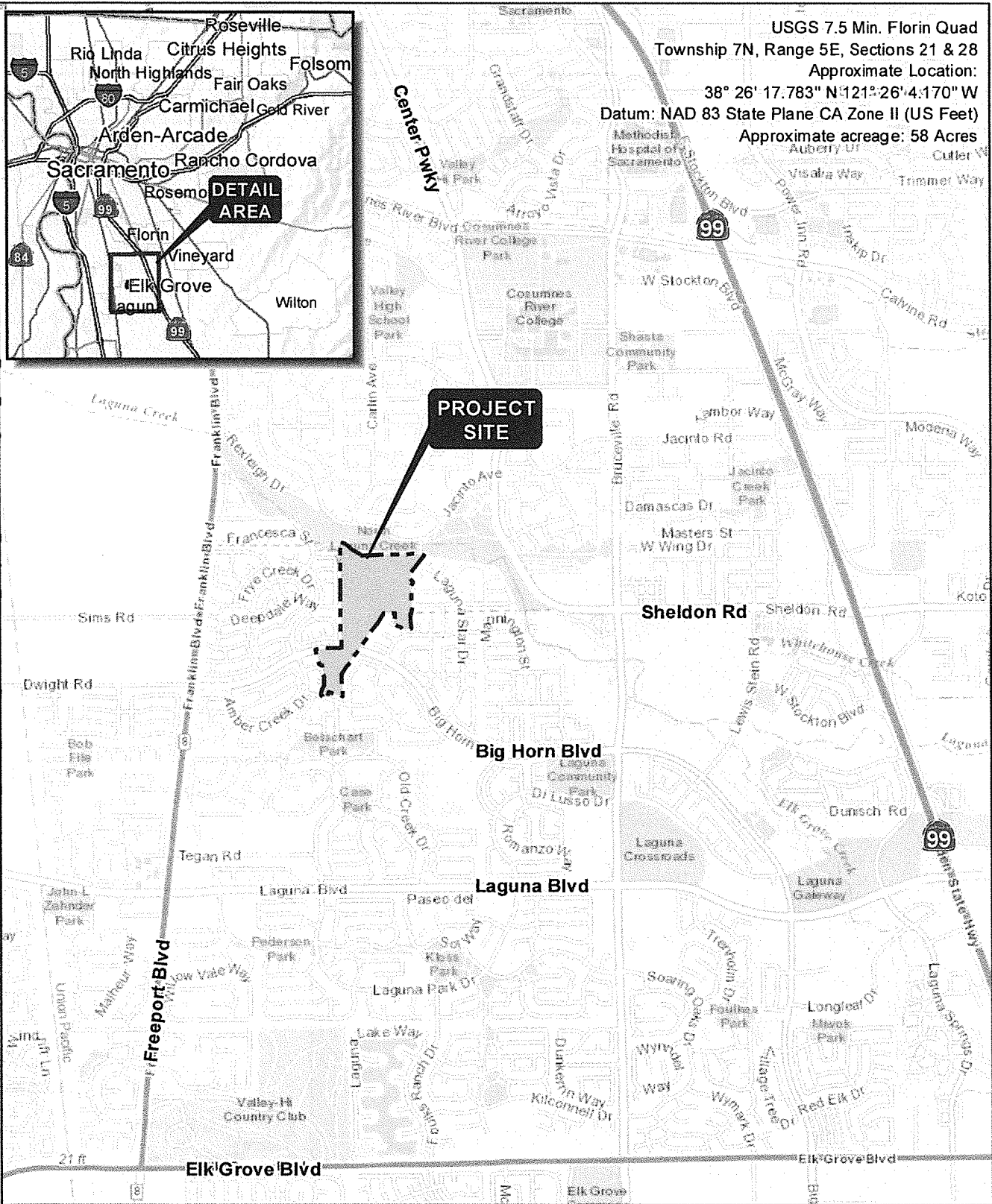
1.7 WHEREAS, the Elk Grove City Council approved the Mitigated Negative Declaration.

1.8 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.

Document Path: O:\N_Call\Projects\Lower Laguna Creek Open Space Trail\GIS\GIS Project_Files\LowerLaguna_SnV_20160125.mxd



USGS 7.5 Min. Florin Quad
 Township 7N, Range 5E, Sections 21 & 28
 Approximate Location:
 38° 26' 17.783" N 121° 26' 4.170" W
 Datum: NAD 83 State Plane CA Zone II (US Feet)
 Approximate acreage: 58 Acres



LOWER LAGUNA CREEK OPEN SPACE TRAIL SITE AND VICINITY

<p>FOOTHILL ASSOCIATES ENVIRONMENTAL CONSULTING • PLANNING • LANDSCAPE ARCHITECTURE © 2016</p>	<p>N</p>	<p>0 0.25 0.5 Miles 1 in = 0.5 miles</p>	<p>Drawn By: CCH Date: 01/25/2016</p>	<p>Attachment 2</p>
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Memorandum

Tab 43

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 2.2c.(5)
Action

From: SUSAN BRANSEN
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR BRANCIFORTE CREEK BRIDGE
AND MULTI-USE TRAIL PROJECT (RESOLUTION E-16-41)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Branciforte Creek Bridge and Multi-Use Trail Project (Project) in Santa Cruz 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 Santa Cruz (City) is the CEQA lead agency for the project. The project will construct a 12-foot wide, Class I, multi-use path along the east side of the San Lorenzo River. The path will extend south from the San Lorenzo Park to connect to an existing river levee path just south of Soquel Avenue.

On February 25, 2014, 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 biological resources. Mitigation measures include, but are not limited to: restrict construction activities to occur outside of the bird nesting season, conduct pre-construction surveys for special-status nesting avian species and postpone construction within 100 feet of special status birds designated under the Migratory Bird Act.

On May 9, 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 \$2,200,000 and is fully funded through construction with Active Transportation Program (ATP) Funds (\$1,800,000) and Local Funds (\$400,000). Construction is estimated to begin in Fiscal Year 2016/17.

Attachments

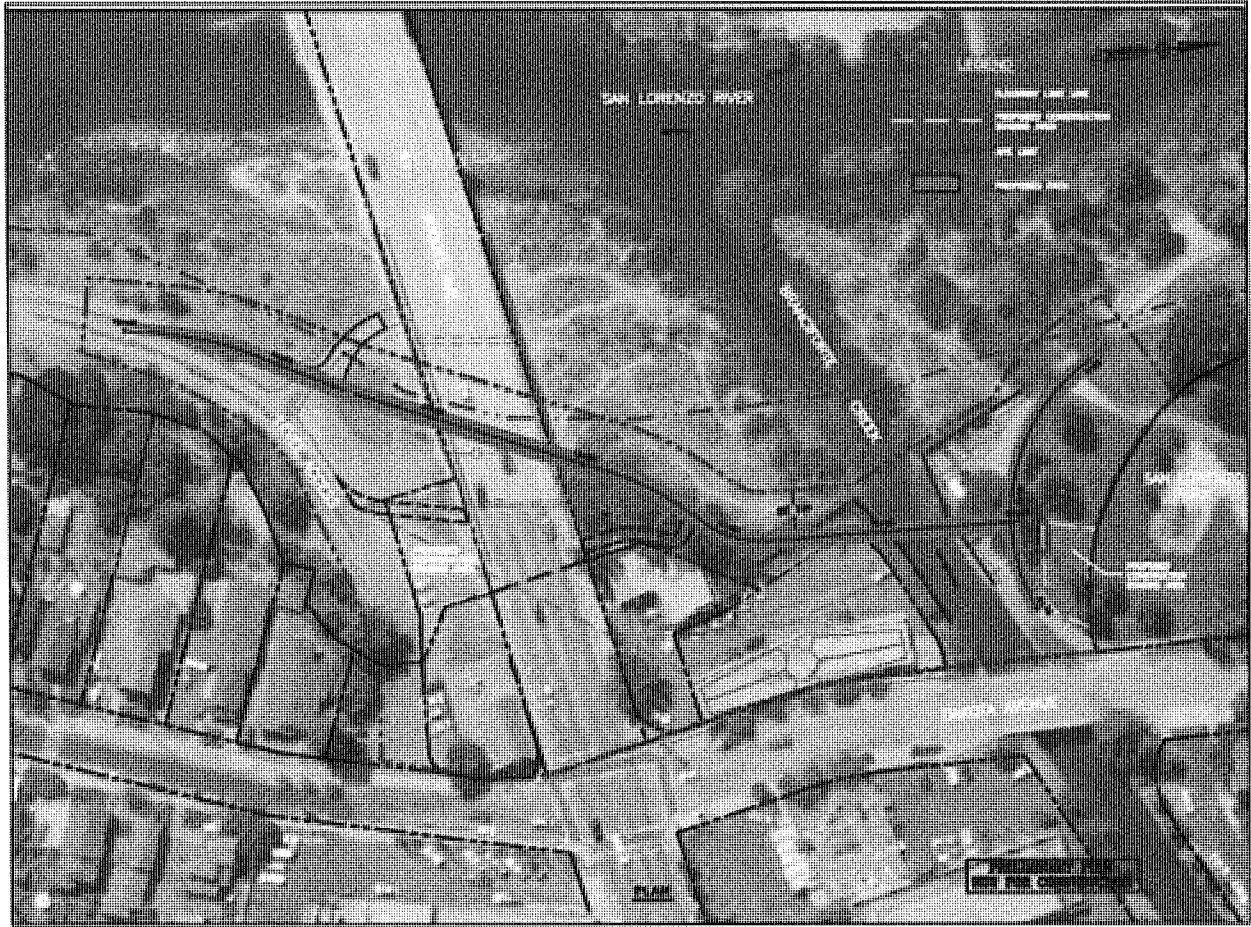
- Resolution E-16-41
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 05 – Santa Cruz County Resolution E-16-41

- 1.1 **WHEREAS**, the City of Santa Cruz has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - Branciforte Creek Bridge and Multi-Use Trail Project
- 1.2 **WHEREAS**, the City of Santa Cruz 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 12-foot wide, Class I, multi-use path along the east side of the San Lorenzo River. The path will extend south from the San Lorenzo Park to connect to an existing river levee path just south of Soquel Avenue; and
- 1.4 **WHEREAS**, the project is located in the City of Santa Cruz on the East Side of the San Lorenzo River, north and south of Soquel Avenue; and
- 1.5 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.6 **WHEREAS**, the Santa Cruz City Council found that the proposed project would not have a significant effect on the environment after mitigation; and
- 1.7 **WHEREAS**, the Santa Cruz City Council approved the Mitigated Negative Declaration.
- 1.8 **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.

FIGURE 2: Project Schematic



Memorandum

Tab 44

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 2.2c.(6)
Action

From: SUSAN BRANSEN
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR STATE ROUTE 29 NORTHBOUND
FIRST STREET RAMPS AND CALIFORNIA BOULEVARD ROUNDABOUTS
PROJECT (RESOLUTION E-16-42)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the State Route 29 Northbound First Street Ramps and California Boulevard Roundabouts Project (Project) in Napa 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 Napa (City) is the CEQA lead agency for the project. The project will construct a roundabout at First Street/California Boulevard and Second Street/California Boulevard, and will reverse the one-way couplet of First and Second Streets. A second roundabout will be constructed at the Northbound Off-ramp of State Route 29 and First Street.

On May 17, 2016, 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 biological resources, hazardous materials, cultural resources and noise abatement. Mitigation measures include, but are not limited to: require revegetation strategies to be included in the final specifications, conduct nesting surveys, require the consultation of a qualified archaeologist if cultural materials are unearthed and limit construction activities to reduce noise levels from 7:00 AM to 7:00 PM.

On June 1 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 \$11,942,000 and is fully funded through construction with State Highway Operation and Protection Program (SHOPP) Funds (\$5,454,000), Local Funds (\$2,524,000), Congestion Mitigation and Air Quality Improvement (CMAQ) Funds (\$2,463,000) and Regional Improvement Program (RIP) Funds (\$1,501,000). Construction is estimated to begin in Fiscal Year 2016/17.

Attachments

- Resolution E-16-42
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 04 – Napa County Resolution E-16-42

- 1.1 **WHEREAS**, the City of Napa has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - State Route 29 Northbound First Street Ramps and California Boulevard Roundabouts Project
- 1.2 **WHEREAS**, the City of Napa 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 roundabout at First Street/California Boulevard and Second Street/California Boulevard, and will reverse the one-way couplet of First and Second Streets. A second roundabout will be constructed at the Northbound Off-ramp of State Route 29 and First Street; and
- 1.4 **WHEREAS**, the project is located within the City and County of Napa along California Boulevard, First Street, Second Street and the northbound State Route 29 on and off ramps; and
- 1.5 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.6 **WHEREAS**, the Napa City Council found that the proposed project would not have a significant effect on the environment after mitigation; and
- 1.7 **WHEREAS**, the Napa City Council approved the Mitigated Negative Declaration.
- 1.8 **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.

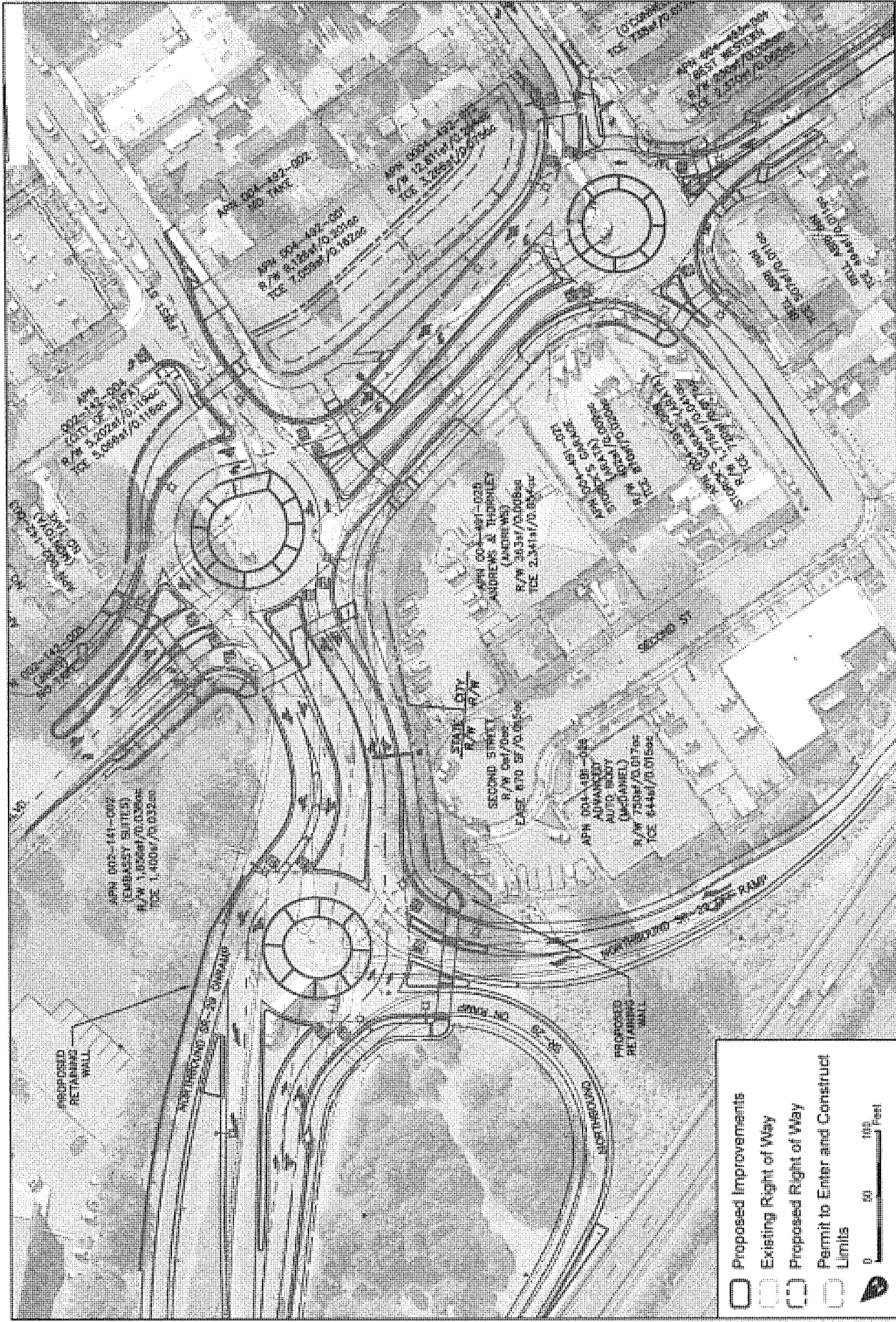


FIGURE 3
Site Plan

Source: City of Ingle 2014

California Blvd. Roundabouts Project

- Proposed Improvements
- Existing Right of Way
- Proposed Right of Way
- Permit to Enter and Construct Limits

0 50 100 Feet

DUDEK

Memorandum

Tab 45

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 2.2c.(7)
Action

From: SUSAN BRANSEN
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR THE CYCLE 1 ATP CITYWIDE SRTS
PEDESTRIAN FACILITY IMPROVEMENTS PROJECT (RESOLUTION E-16-43)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Cycle 1 ATP Citywide SRTS Pedestrian Facility Improvements Project (Project) in Riverside 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 Moreno Valley (City) is the CEQA lead agency for the project. The project will construct infrastructure improvements including sidewalks, curbs, gutters, street lights, and radar speed feedback signs at all five project locations [1) Dracaea Avenue between Morrison Street and Lasselle Street; 2) Eucalyptus Avenue between Morrison Street and Lasselle Street; 3) Ironwood Avenue at Kitching Street; 4) Elsworth Street between Cottonwood Avenue and Dracaea Avenue; and 5) Sandy Glade Avenue westerly of Davis Street, east of Heacock Street].

On May 12, 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, biological resources and noise abatement. Mitigation measures include, but are not limited to: require that disturbed areas be watered-down to reduce dust levels, conduct pre-construction burrowing owl surveys and require sound-control devices for gasoline and diesel powered equipment.

On April 21, 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 \$1,735,000 and is fully funded through construction with Active Transportation Program (ATP) Funds (\$1,640,000) and Local Funds (\$95,000). Construction is estimated to begin in Fiscal Year 2016/17.

Attachments

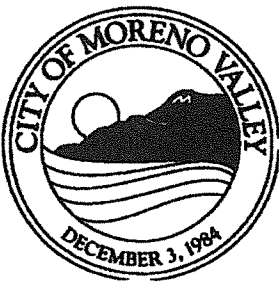
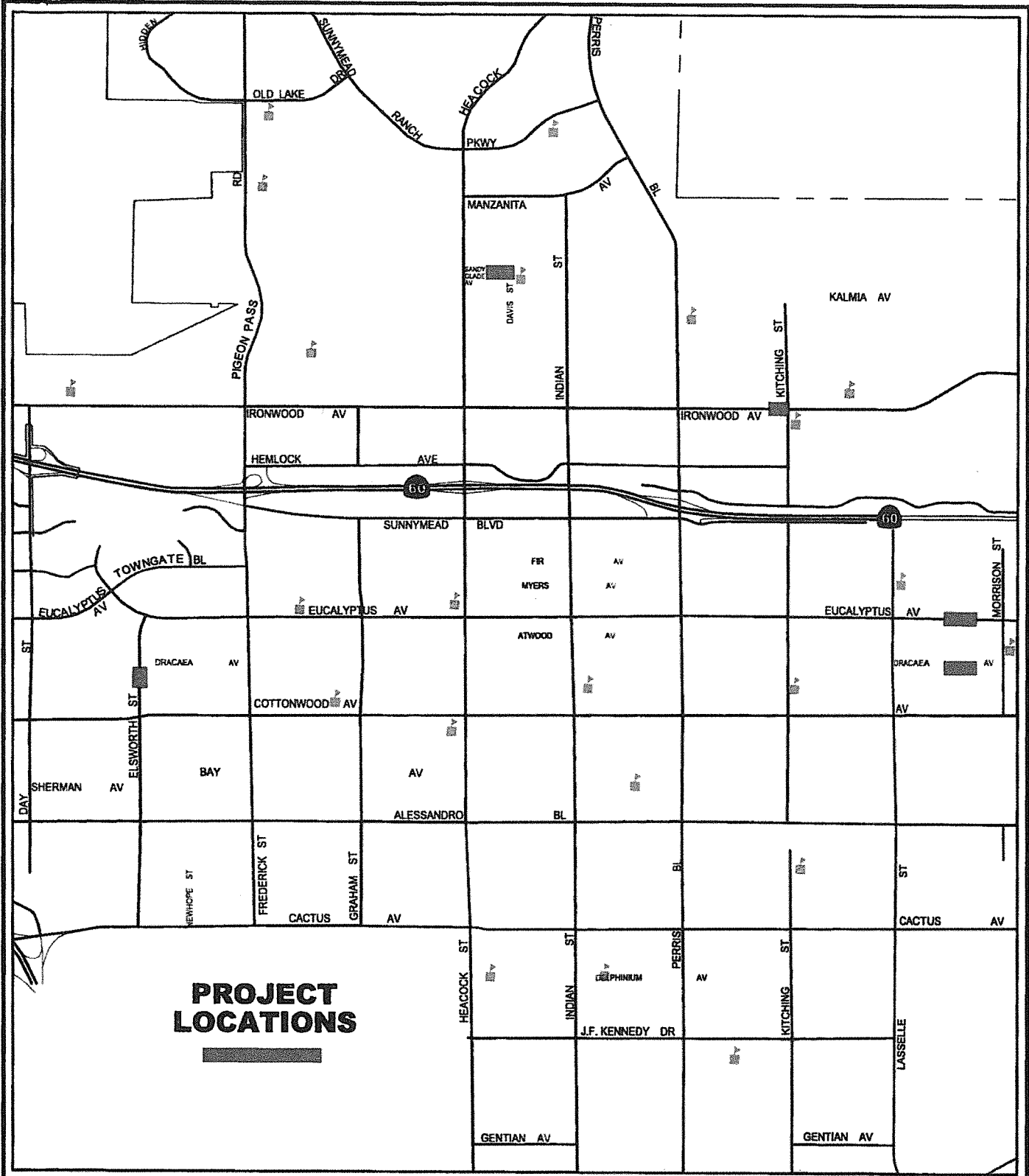
- Resolution E-16-43
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 08 – Riverside County Resolution E-16-43

- 1.1 **WHEREAS**, the City of Moreno Valley has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Cycle 1 ATP Citywide SRTS Pedestrian Facility Improvements Project
- 1.2 **WHEREAS**, the City of Moreno Valley 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 infrastructure improvements including sidewalks, curbs, gutters, street lights, and radar speed feedback signs at all five project locations; and
- 1.4 **WHEREAS**, the project has five locations: 1) Dracaea Avenue between Morrison Street and Lasselle Street; 2) Eucalyptus Avenue between Morrison Street and Lasselle Street; 3) Ironwood Avenue at Kitching Street; 4) Elsworth Street between Cottonwood Avenue and Dracaea Avenue; and 5) Sandy Glade Avenue westerly of Davis Street, east of Heacock Street; and
- 1.5 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.6 **WHEREAS**, the Moreno Valley City Council found that the proposed project would not have a significant effect on the environment after mitigation; and
- 1.7 **WHEREAS**, the Moreno Valley City Council approved the Mitigated Negative Declaration.
- 1.8 **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.

\\znrch-ftp_projects\PROJECTS\C - 801 0063_Citywide SRTS Pedestrian Facility Imp\Design Phase\envrnm\Maps\Location.dwg, 01/13/2015 4:26:28 PM, joshf



LOCATION MAP

Public Works Department
Capital Projects Division

ATTACHMENT 1

**CYCLE 1 ATP CITYWIDE SRTS
PEDESTRIAN FACILITY
IMPROVEMENTS
PROJECT NO. 801 0063**

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 2.2c.(8)
Action

From: SUSAN BRANSEN
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR THE NAVY DRIVE WIDENING
PROJECT (RESOLUTION E-16-44)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Navy Drive Widening Project (Project) in San Joaquin 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 Port of Stockton (Port) is the CEQA lead agency for the project. The project will widen Navy Drive from two to four lanes from approximately 800 feet north of the Navy Drive/Washington Street intersection to approximately 599 feet south of the Navy Drive/BNSF underpass over a total distance of approximately .75 miles.

On June 29, 2015, the Port 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 biological resources, cultural resources and hazardous materials. Mitigation measures include, but are not limited to: require surveys for avian species (i.e., Swainson's Hawk, White-Tailed Kite and other raptor categories), consult with archaeologist and/or paleontologist to identify Native American burial sites and ensure compliance with Occupational Safety and Health Administration (OSHA) contaminated soil requirements.

On May 16, 2016, the Port 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 \$6,813,000 and is fully funded through construction with Trade Corridor Improvement (TCIF) Funds (\$2,000,000), Port of Stockton Funds (\$2,901,000) and Economic Development Administration (EDA) Funds (\$1,912,000). Construction is estimated to begin in Fiscal Year 2016/17.

Attachments

- Resolution E-16-44
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 10 – San Joaquin County Resolution E-16-44

- 1.1 **WHEREAS**, the Port of Stockton has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- Navy Drive Widening Project
- 1.2 **WHEREAS**, the Port of Stockton 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 widen Navy Drive from two to four lanes from approximately 800 feet north of the Navy Drive/Washington Street intersection to approximately 599 feet south of the Navy Drive/BNSF underpass over a total distance of approximately .75 miles; and
- 1.4 **WHEREAS**, the project is located in San Joaquin County within the City of Stockton on Navy Drive between Washington Street to the State Route 4 Navy Drive ramp terminus; and
- 1.5 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.6 **WHEREAS**, the Stockton Port District found that the proposed project would not have a significant effect on the environment after mitigation; and
- 1.7 **WHEREAS**, the Stockton Port District approved the Mitigated Negative Declaration.
- 1.8 **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.

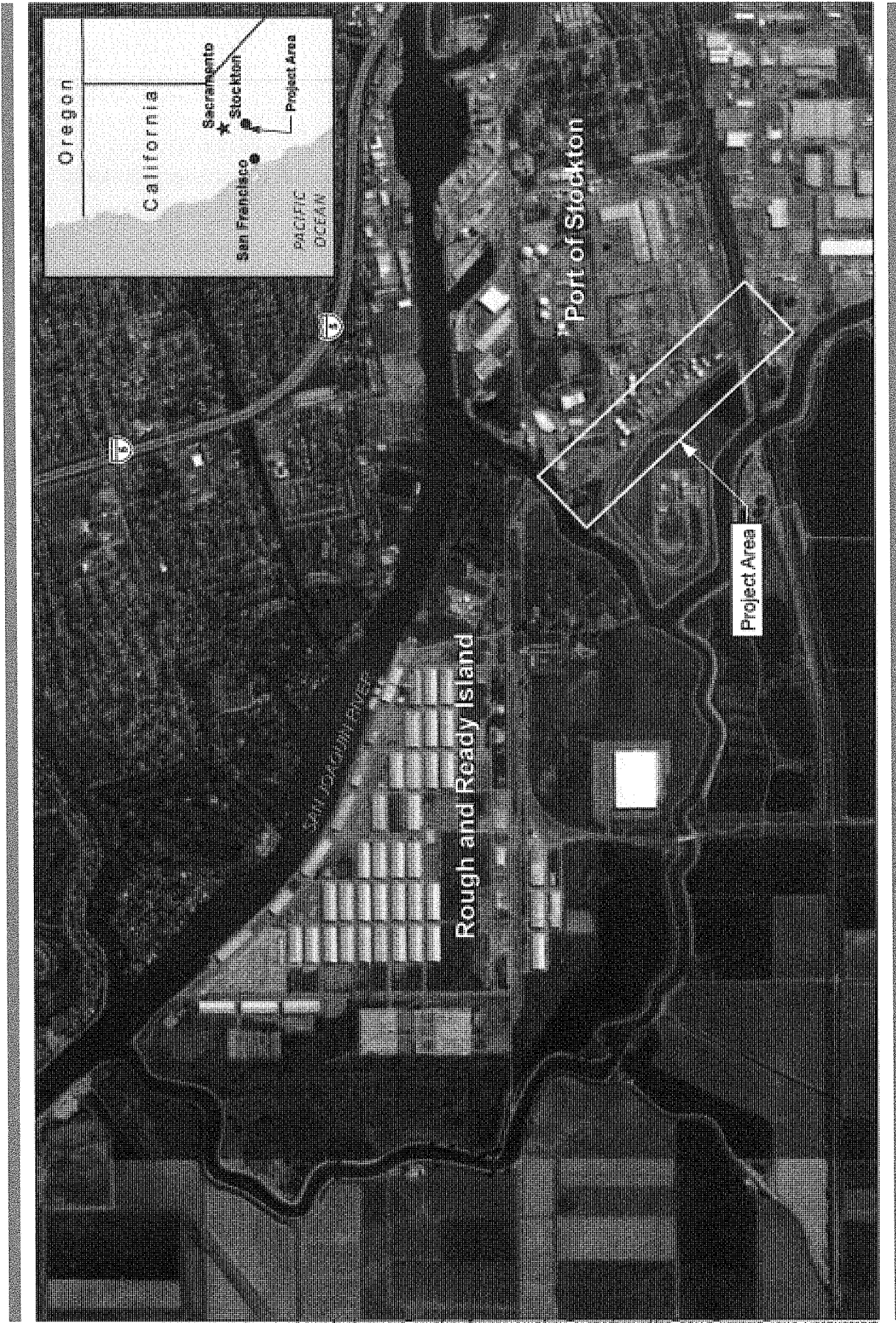


Figure 1
 Vicinity Map
 Navy Drive Widening

Feet
 0 2,000 4,000



201501130017-01 of Stockton OASO Support Map 12/15/2015 Navy Drive Widening Project Area Stockton CA 95215 8:45:44 AM

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 2.2c.(9)
Action

From: SUSAN BRANSEN
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR THE WALNUT AVENUE
PEDESTRIAN PROJECT (RESOLUTION E-16-45)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Walnut Avenue Pedestrian Project (Project) in Merced 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 Merced (County) is the CEQA lead agency for the project. The project will complete a number of improvements along the remaining unimproved portions of Walnut Avenue, specifically between Santa Fe Drive and California Street and a portion of California Street north of Walnut Avenue. Improvements will include a new curb, gutter, sidewalk, ADA ramps, Class II Bike Lanes, storm drainage and street lighting.

On September 11, 2012, the Merced 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 biological resources, cultural resources, hazardous materials and noise abatement. Mitigation measures include, but are not limited to: require a pre-construction breeding-season assessment survey, establish a non-disturbance buffer zone near nest sites, consult with an archaeologist and Native American representative on identification of prehistoric artifacts and materials, prepare a Construction Period Emergency Access Plan and limit construction activities between 7:00 AM and 6:00 PM to minimize noise.

On April 26, 2016, the Merced 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 \$2,630,000 and is fully funded through construction with Active Transportation Program (ATP) Funds (\$1,781,000) and Local Funds (\$849,000). Construction is estimated to begin in Fiscal Year 2016/17.

Attachments

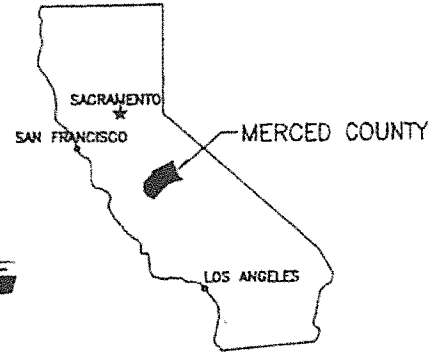
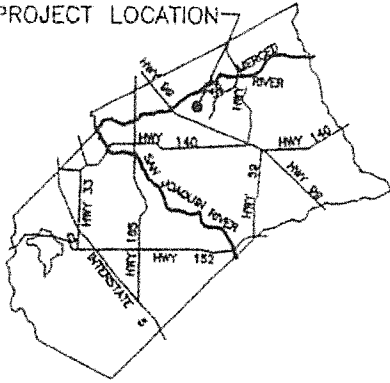
- Resolution E-16-45
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 10 – Merced County Resolution E-16-45

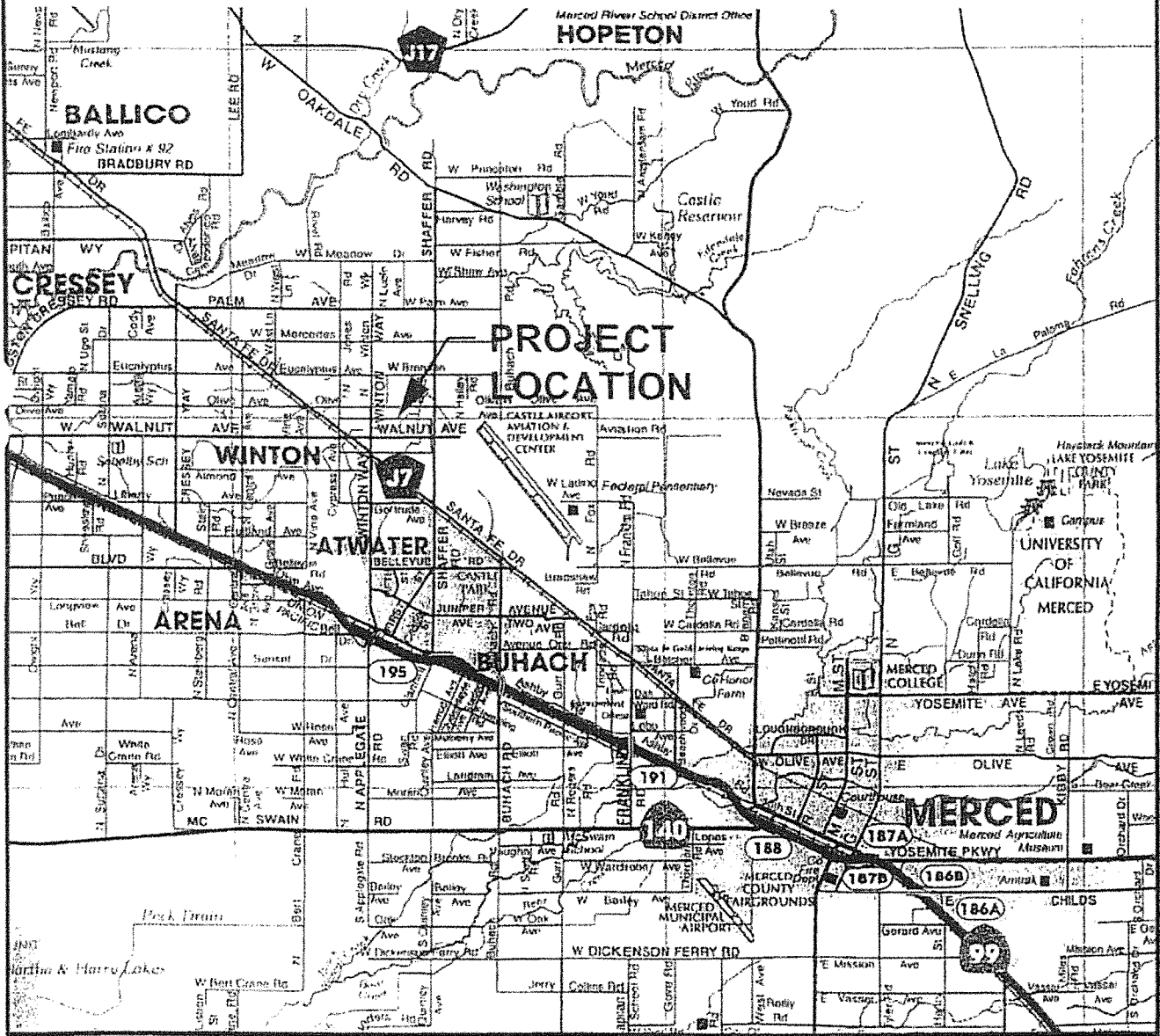
- 1.1 **WHEREAS**, the County of Merced has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - Walnut Avenue Pedestrian Project
- 1.2 **WHEREAS**, the County of Merced has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines; and
- 1.3 **WHEREAS**, the project will complete a number of improvements along the remaining unimproved portions of Walnut Avenue, specifically between Santa Fe Drive and California Street and a portion of California Street north of Walnut Avenue. Improvements will include a new curb, gutter, sidewalk, ADA ramps, Class II Bike Lanes, storm drainage and street lighting; and
- 1.4 **WHEREAS**, the project is located on Walnut Avenue (between Santa Fe Drive and 200 feet East of Winton Way) in the town of Winton, Merced County; and
- 1.5 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.6 **WHEREAS**, the Merced County Board of Supervisors found that the proposed project would not have a significant effect on the environment after mitigation; and
- 1.7 **WHEREAS**, the Merced County Board of Supervisors approved the Mitigated Negative Declaration.
- 1.8 **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.

PROJECT LOCATION



MERCED COUNTY

STRIVING FOR EXCELLENCE



VICINITY MAP

MERCED COUNTY DEPARTMENT OF PUBLIC WORKS

WALNUT AVENUE SIDEWALK IMPROVEMENTS N.T.S.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 2.2c.(10)
Action

From: SUSAN BRANSEN
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR THE CHOLLAS CREEK TO
BAYSHORE BIKEWAY MULTI-USE PATH PROJECT (RESOLUTION E-16-46)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Chollas Creek to Bayshore Bikeway Multi-Use Path Project (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 County of San Diego (County) is the CEQA lead agency for the project. The project will construct a multi-use pedestrian and bicycle path, linking Dorothy Petway Neighborhood Park in the Southeastern San Diego community through the Barrio Logan community to East Harbor Drive.

On March 11, 2016, the County of San Diego Planning Department 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 biological and cultural resources. Mitigation measures include, but are not limited to: adherence to the approved Habitat Conservation Plan and presence of an archaeologist and Native American representative to monitor excavations. In the event that remains are discovered, the Native American Heritage Commission (NACH) will be notified.

On May 31, 2016, the County of San Diego Planning Department 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 \$2,500,000 and is fully funded through construction with Active Transportation Program (ATP) Funds (\$735,000) and Local Funds (\$1,765,000). Construction is estimated to begin in Fiscal Year 2018/19.

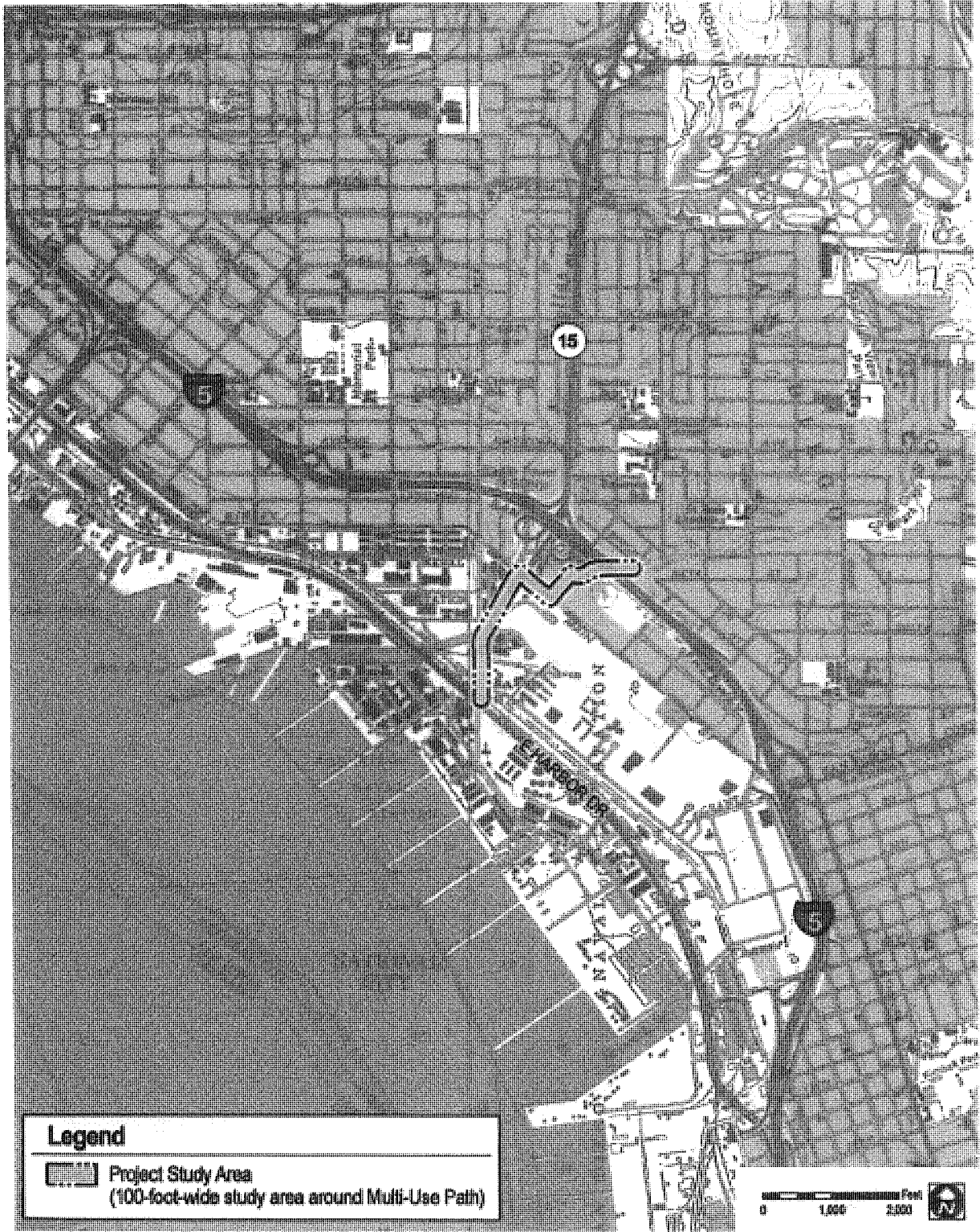
Attachments

- Resolution E-16-46
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 11 – San Diego County Resolution E-16-46

- 1.1 **WHEREAS**, the San Diego Planning Department has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - Chollas Creek to Bayshore Bikeway Multi-Use Path Project
- 1.2 **WHEREAS**, the San Diego Planning Department 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 multi-use pedestrian and bicycle path, linking Dorothy Petway Neighborhood Park in Southeastern San Diego community through the Barrio Logan community to East Harbor Drive; and
- 1.4 **WHEREAS**, the project is located along the south branch and main channel of Chollas Creek near the intersection of Interstate 5 (I-5) and Interstate 15 (I-15), in the City of San Diego; and
- 1.5 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.6 **WHEREAS**, the San Diego Planning Department found that the proposed project would not have a significant effect on the environment after mitigation; and
- 1.7 **WHEREAS**, the San Diego Planning Department approved the Mitigated Negative Declaration.
- 1.8 **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

Chollas Creek to Bayshore Bikeway Multi-Use Path /

Project No. 364784

City of San Diego – Planning Department

FIGURE

No. 2

Memorandum

Tab 49

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 2.2c.(11)
Action

From: SUSAN BRANSEN
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR THE WEST LA MESA PEDESTRIAN
AND BICYCLE CONNECTIVITY PROJECT (RESOLUTION E-16-47)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Negative Declaration (ND) for the West La Mesa Pedestrian and Bicycle Connectivity Project (Project) in San Diego County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends the Commission accept the ND and approve the project for future consideration of funding.

BACKGROUND:

The City of La Mesa (City) is the CEQA lead agency for the project. The project will construct high visibility crosswalks, Class III bicycle accommodations, curb radius reductions, bulbouts, and improved signage near La Mesa Arts Academy, La Mesa Elementary and Helix High School.

On May 27, 2015, the City of La Mesa Community Development Department adopted the final ND for the project and found that the project will not have a significant effect on the environment.

On May 26, 2016, the City of La Mesa Community Development Department 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 \$3,351,000 and is fully funded through construction with Active Transportation Program (ATP) Funds (\$1,919,000), Safe Routes to Schools (SRTS) Funds (\$114,000) and Local Funds (\$1,318,000). Construction is estimated to begin in Fiscal Year 2018/19.

Attachments

- Resolution E-16-47
- Project Location

ALIFORNIA TRANSPORTATION COMMISSION

**Resolution for Future Consideration of Funding
11 – San Diego County
Resolution E-16-47**

- 1.1** **WHEREAS**, the City of La Mesa has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
- West La Mesa Pedestrian and Bicycle Connectivity Project
- 1.2** **WHEREAS**, the City of La Mesa has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines; and
- 1.3** **WHEREAS**, the project will construct high visibility crosswalks, Class III bicycle accommodations, curb radius reductions, bulbouts, and improved signage near La Mesa Arts Academy, La Mesa Elementary and Helix High School; and
- 1.4** **WHEREAS**, the project is located within various areas of West La Mesa adjacent to and surrounding Helix High, La Mesa Dale Elementary, La Mesa Arts Academy and Highwood Park; and
- 1.5** **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Negative Declaration; and
- 1.6** **WHEREAS**, the City of La Mesa Community Development Department found that the proposed project would not have a significant effect on the environment after mitigation; and
- 1.7** **WHEREAS**, the City of La Mesa Community Development Department approved the Negative Declaration.
- 1.8** **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Negative Declaration and approves the above referenced project to allow for future consideration of funding.



West La Mesa Pedestrian and Bicycle Connectivity Project

June 2015



Memorandum

Tab 50

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 2.2c.(12)
Action

From: SUSAN BRANSEN
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
MITIGATED NEGATIVE DECLARATION FOR THE LAGUNA NIGUEL TO SAN
JUAN CAPISTRANO PASSING SIDING PROJECT (RESOLUTION E-16-48)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Laguna Niguel to San Juan Capistrano Passing Siding 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 Orange County Transportation Authority (OCTA) is the CEQA lead agency for the project. The project will construct approximately 1.8 miles of new passing siding railroad track adjacent to the existing main track between milepost 193.9 and 195.7 to facilitate a faster, safer and more reliable passenger rail system.

On February 24, 2014, OCTA 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, hazardous materials, water quality and noise abatement. Mitigation measures include, but are not limited to: require the use of watering trucks to minimize dust, conduct pre-construction surveys for nesting birds, require the full-time monitoring of a certified professional archaeologist and Native American representative during excavation, perform pre-construction testing to identify Asbestos Containing Materials (ACMs), require the implementation of a Storm Water Pollution Prevention Plan (SWPPP) and limit construction activities to daylight hours between 7:00 AM and 6:00 PM to minimize noise.

On May 5, 2016, the OCTA 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 \$25,274,000 and is fully funded through construction with State Transportation Improvement Program (STIP) Funds (\$3,000,000), Proposition 116 Funds (\$2,483,000) and Congestion Mitigation and Air Quality Improvement Funds (\$19,791,000). Construction is estimated to begin in Fiscal Year 2016/17.

Attachments

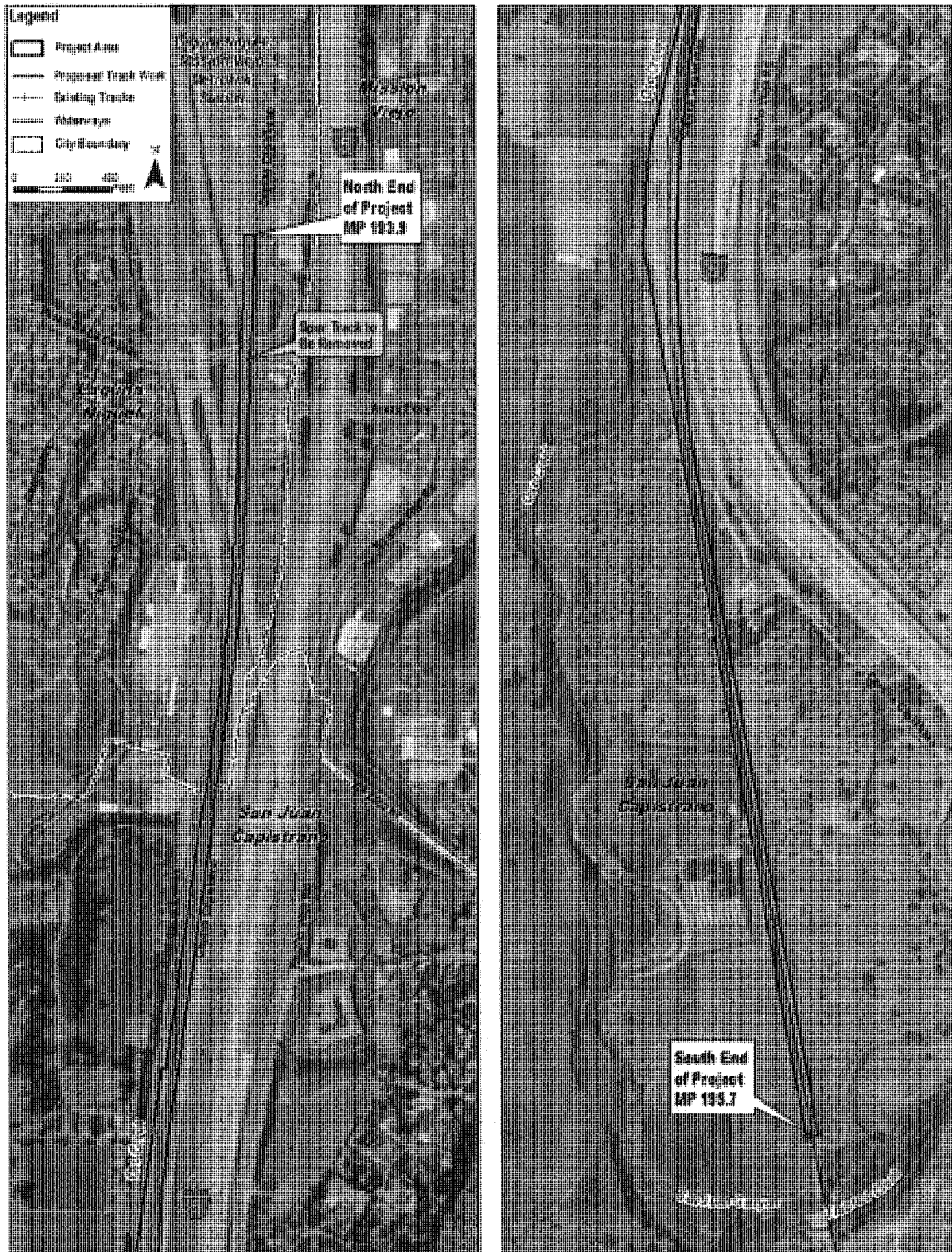
- Resolution E-16-48
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 12 – Orange County Resolution E-16-48

- 1.1 **WHEREAS**, the Orange County Transportation Authority has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - Laguna Niguel to San Juan Capistrano Passing Siding Project
- 1.2 **WHEREAS**, the Orange County Transportation Authority 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 approximately 1.8 miles of new passing siding railroad track adjacent to the existing main track between milepost 193.9 and 195.7 to facilitate a faster, safer and more reliable passenger rail system; and
- 1.4 **WHEREAS**, the project is located between milepost 193.9 in the City of San Juan Capistrano and milepost 195.7 in the City of San Juan Capistrano and is approximately 500 feet north of the Trabuco Creek crossing; and
- 1.5 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration; and
- 1.6 **WHEREAS**, the Orange County Transportation Authority found that the proposed project would not have a significant effect on the environment after mitigation; and
- 1.7 **WHEREAS**, the Orange County Transportation Authority approved the Mitigated Negative Declaration.
- 1.8 **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.

Figure 2: Project Area Map



Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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-3955 – 03-ED-50-PM 77.3/79.3
(Request No. 036347-X) – 11 Segments

Relinquishes right of way in the city of South Lake Tahoe along Route 50 between Trout Creek and Ski Run Boulevard, consisting of nonmotorized transportation facilities, namely sidewalks and appurtenant facilities. The City, by letter dated April 12, 2016, and by cooperative agreement dated October 27, 2008, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

Resolution R-3956 – 08-Riv-10-PM 33.1
(Request No. 495-R) – 1 Segment

Relinquishes right of way in the city of Desert Hot Springs along Route 10 at Indian Canyon Drive and 20th Avenue, consisting of a collateral facility. The City, by freeway agreement dated December 9, 2015, agreed to accept title upon relinquishment by the State. The 90-day notice period expired May 8, 2016.

Resolution R-3957 – 09-Mno-203-PM 4.8/5.1
(Request No. 214) – 1 Segment

Relinquishes right of way in the Town of Mammoth Lakes along Route 203 between Mountain Boulevard and Minaret Road, consisting of a frontage road. The Town, by relinquishment agreement dated May 13, 2016, agreed to waive the 90-day notice requirement and accept title upon relinquishment by the State.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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-21473 and C-21474 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-21473 - James Pevy, a single man

01-Hum-36-PM 37.84 - Parcel 12344-1, 2 - EA 0E9309.

Right of Way Certification (RWC) Date: 07/01/16; Ready to List (RTL) Date: 07/15/16.

Conventional highway - realignment and widening. Authorizes condemnation of land in fee for a State highway and a permanent easement for utility purposes to be conveyed to Pacific Gas and Electric. Located near the unincorporated area of Bridgeville at 39883 State Highway 36.

Assessor Parcel Number (APN) 210-192-014.

C-21474 - Farmland Reserve Inc., a Utah nonprofit corporation

06-Ker-46-PM 57.54 - Parcel 87221-1, 2, 3 - EA 0K4609.

RWC Date: 07/01/16; RTL Date: 07/01/16. Freeway - replace existing steel girder bridge with new pre-stressed slab bridge. Authorizes condemnation of land in fee for a State highway, underlying fee, extinguishment of abutter's rights of access, a temporary easement for highway construction purposes and removal of certain improvements which straddle the right of way line. Located near the city of McFarland southwest of Highway 46 and State Route 99.

APN 073-050-07.

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21473**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 01-Hum-36-PM 37.84 PARCEL 12344-1, 2
9 OWNER: James Pevy, a single man

10 Resolved by the California Transportation Commission after
11 notice (and hearing) pursuant to Code of Civil Procedure Section
12 1245.235 that it finds and determines and hereby declares that:

13 The hereinafter described real property is necessary for State
14 Highway purposes and is to be acquired by eminent domain pursuant
15 to Streets and Highways Code Section 102 and Code of Civil
16 Procedure Section 1240.320 in that a portion of the property is
17 being acquired for conveyance to Pacific Gas and Electric for
18 utility purposes;

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

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

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

26 The offer required by Section 7267.2 of the Government Code
has not been made to the owner of record because he could not

APPROVED AS TO FORM AND PROCEDURE

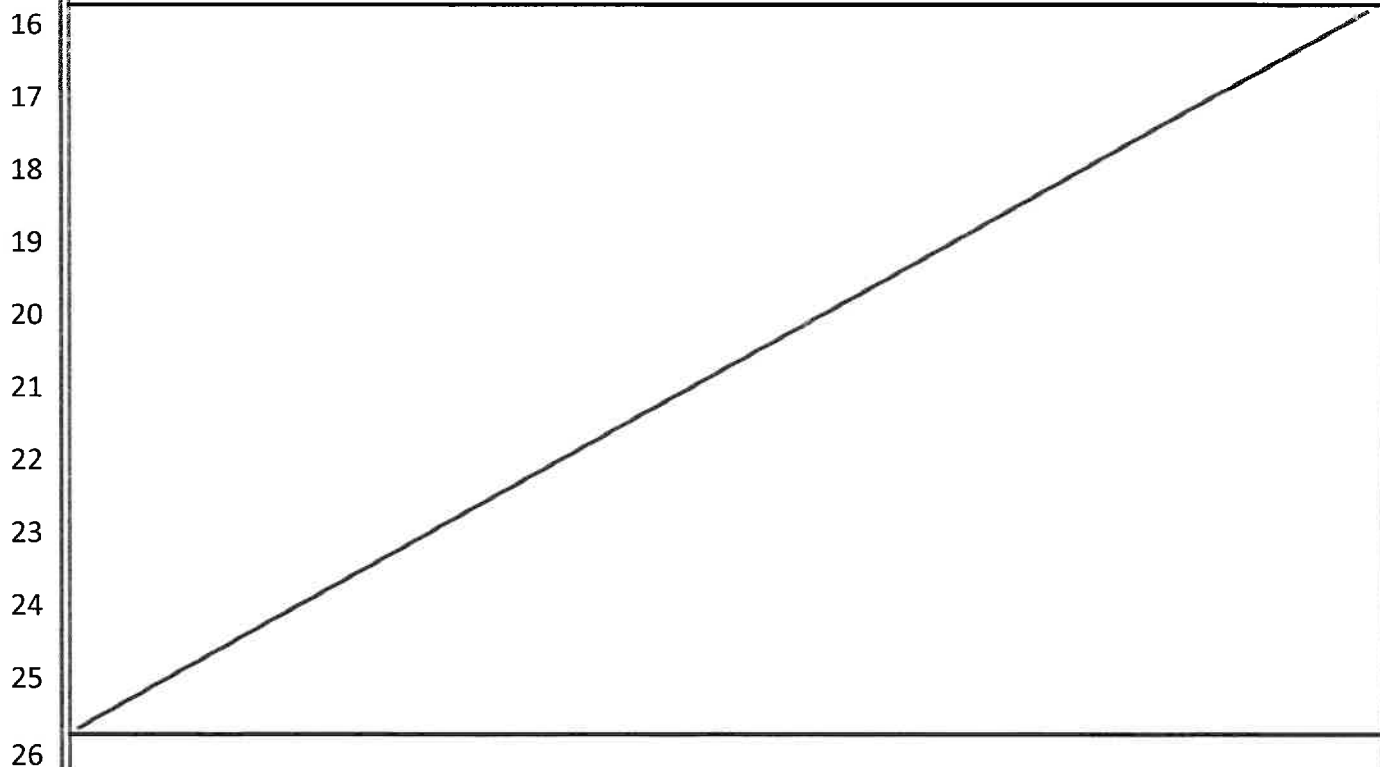
APPROVAL RECOMMENDED

1 be located with reasonable diligence; and be it further

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

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

12 The real property or interests in real property, which the
13 Department of Transportation is by this resolution authorized to
14 acquire, is situated in the County of Humboldt, State of
15 California, 01-Hum-36 and described as follows:



Memorandum

District	County	Route	Postmile	Project ID
01	HUM	36	37.84	01 1500 0047

To: Jeremiah Joyner
Right of Way Acquisition

From: Chris Johnston
R/W Engineering, District 01

Subject: RESOLUTION OF NECESSITY TRANSMITTAL – PEVY 12344

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:

- RON Mapping (2 pages)
 - Index Map (Exhibit A) – shows parcel in relation to the overall project
 - Detail Map (Exhibit B) – shows parcel in detail
- RON Legal Description for parcels: (2 pages)
 - 12344-1, 12344-2

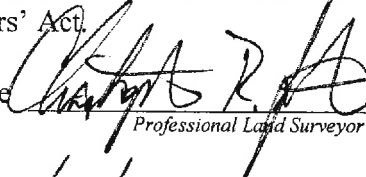
There is no underlying fee to be acquired, therefore no additional underlying fee clause is required.

The electronic files for the above listed information have been transmitted to you by email.

This signed and sealed transmittal is to be filed in the District 1 R/W parcel file for Parcel 12344.

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

Signature


Professional Land Surveyor

Date

4/28/16



EA 0e930, 43730 (Buck Mountain)

PARCEL 12344-1

For State highway purposes, that portion of Parcel 4 of Parcel Map No. 1660 recorded in Book 14 of Parcel Maps, Pages 92 to 95 inclusive, Humboldt County Records (HCR), located in the northeast quarter of Section 18, Township 1 North, Range 5 East, Humboldt Meridian, Humboldt County, State of California, described as follows:

Commencing at a found 1 inch galvanized iron pipe with plastic plug marked "LS 3115" set for the quarter corner to Sections 7 & 8, T1N, R5E, HM, by Book 22 of Surveys, Pages 106-109, HCR; thence S. 00° 52' 02" W., 2672.49 feet to a found 1 inch galvanized iron pipe with 2.5 inch diameter brass cap stamped "T1N R5E 7 8 17 18 LS 3115" set for the corner to Sections 7, 8, 17, and 18 in T1N, R5E, HM, by Book 23 of Surveys, Pages 113 to 115, HCR; thence S. 80° 20' 39" W., 2502.46 feet to the Point of Beginning;

- 1) Thence N. 00° 00' 00" E., 124 feet more or less, to the north line of said Parcel 4;
- 2) Thence easterly along said north line, 94 feet more or less, to the centerline of Road B as shown on said Parcel Map No. 1660, said centerline being the easterly boundary of said Parcel 4;
- 3) Thence southerly along said centerline and boundary to a point that bears S. 24° 53' 57" E. from the Point of Beginning;
- 4) Thence N. 24° 53' 57" W., 114 feet more or less to the Point of Beginning.

PARCEL 12344-2

For State highway purposes, an easement to the State of California (STATE), its successors or assigns, for utility purposes, including the right, from time to time, to construct, reconstruct, install, inspect, maintain, replace, remove, and use utility facilities, together with a right of way therefor, within the EASEMENT AREA as hereinafter set forth, and also ingress thereto and egress therefrom over and across Parcel 4 of Parcel Map No. 1660 filed in Book 14 of Parcel Maps, Pages 92 to 95, Humboldt County Records (HCR) by such route or routes as practicable which cause the least damage or inconvenience to the owner;

EASEMENT AREA being that portion of said Parcel 4 lying within a strip of land forty (40) feet wide, the centerline of which is described as follows:

Commencing at a found copper clad steel rod monument with 1.5 inch diameter brass cap stamped "1/4 S 19/30 HK" set for the quarter corner between Sections 19 and 30 in T1N R5E HM, as shown on Book 15 of Parcel Maps, pages 4 to 6, HCR; thence N. 16° 45' 16" E., 11,032.68 feet to found 1 inch galvanized iron pipe with 2.5 inch diameter brass cap stamped "T1N R5E 7 8 17 18 LS 3115" set for the corner to Sections 7, 8, 17, and 18 in T1N, R5E, HM, by Book 23 of Surveys, Pages

113 to 115, HCR; thence S. 78° 26' 40" W., 2450.78 feet to an existing utility pole located within Parcel 6 of said Parcel Map No. 1660 and installed under and by virtue of the unrecorded easement from Loren C. Bliss, Jr. and wife to PG&E dated July 22, 1953, said pole being the Point of Beginning of this description;

- 1) Thence N. 83° 00' 00" W., 55.00 feet, to a point within said Parcel 4.

This easement includes the right, from time to time, to trim or to cut down any and all trees and brush now or hereafter within said EASEMENT AREA, and includes the further right, from time to time, to trim and cut down trees and brush along each side of said EASEMENT AREA which, in the opinion of the STATE, its successors or assigns, now or hereafter may interfere with or be a hazard to the facilities installed hereunder, or as STATE, its successors or assigns, deems necessary to comply with applicable state or federal regulations.

Owner shall not erect or construct any building or other structure or drill or operate any well within said easement area.

The bearings and distances used in the above descriptions are on the California Coordinate System of 1983, Zone 1, CCS83(2011) (EPOCH 2010.00). To obtain ground level distances, divide distances given by 0.9997871.

The aforementioned monuments have established grid coordinates of:

Quarter corner iron pipe: North 2,062,570.48 feet
East 6,103,715.14 feet

Section corner iron pipe: North 2,059,898.30 feet
East 6,103,674.69 feet

Quarter corner copper clad steel rod:
North 2,049,333.98 feet
East 6,100,494.28 feet

Portion of APN 210-192-014

1 **TRANSPORTATION COMMISSION**
2 **RESOLUTION NO.**

3 **C-21474**

4 CALIFORNIA TRANSPORTATION COMMISSION
5 RESOLUTION OF NECESSITY
6 TO ACQUIRE CERTAIN REAL PROPERTY
7 OR INTEREST IN REAL PROPERTY BY EMINENT DOMAIN
8 HIGHWAY 06-Ker-46-PM 57.54 PARCEL 87221-1, 2, 3
9 OWNER: Farmland Reserve Inc., a Utah nonprofit corporation

10 Resolved by the California Transportation Commission after
11 notice (and hearing) pursuant to Code of Civil Procedure Section
12 1245.235 that it finds and determines and hereby declares that:

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

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

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

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

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

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

APPROVED AS TO FORM AND PROCEDURE

APPROVAL RECOMMENDED

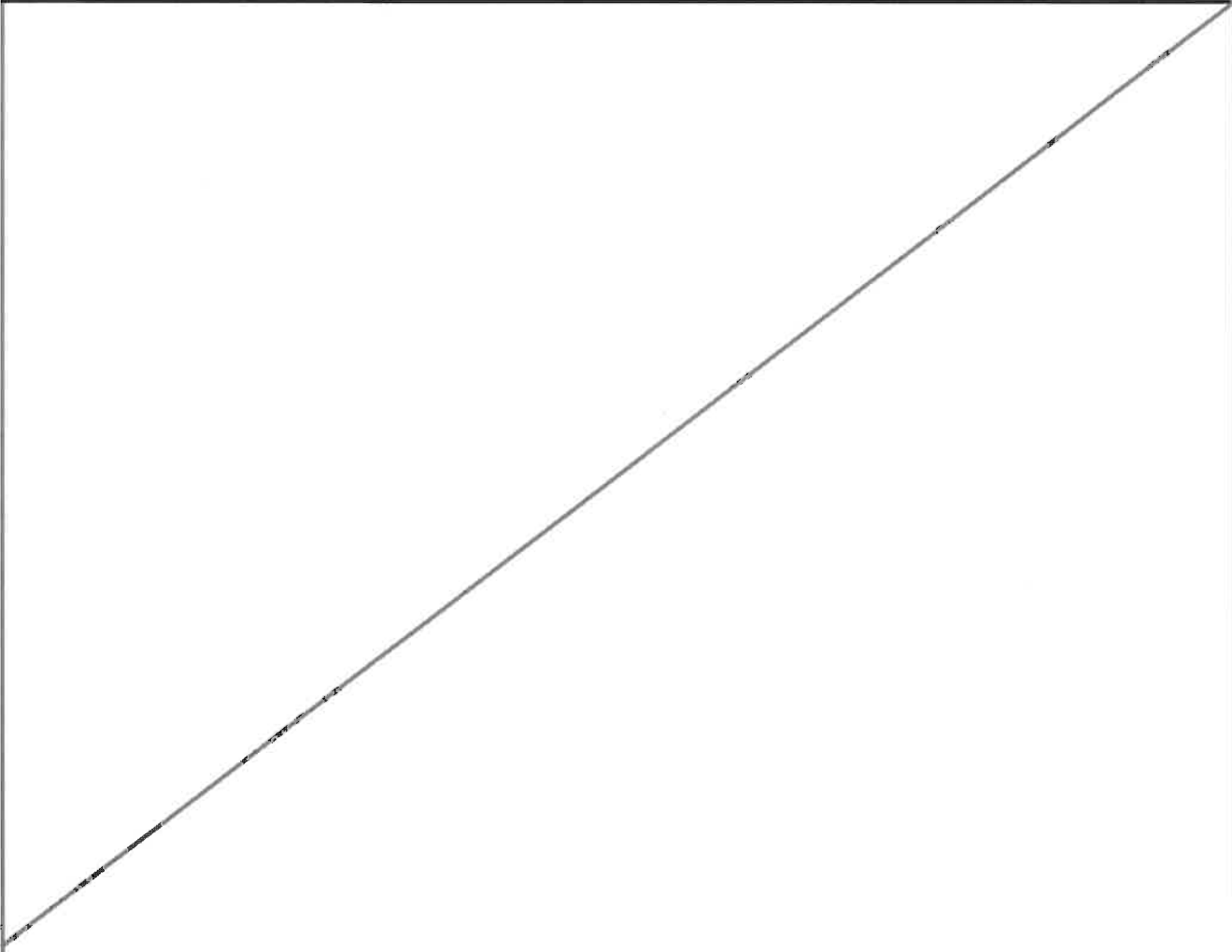
Attorney, Department of Transportation

DIVISION OF RIGHT OF WAY

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

8 The real property or interests in real property, which the
9 Department of Transportation is by this resolution authorized to
10 acquire, is situated in the County of Kern, State of California,
11 Highway 06-Ker-46 and described as follows:

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21
22
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25



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 (2 pages)
 - Index Map (Exhibit A) – shows parcel(s) in relation to the overall project
 - Detail Maps (Exhibits B) – shows parcel(s) in detail
- RON Legal Description for parcel(s): (5 page(s))
 - 87221-1, 87221-2, 87221-3.

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 Lyn T. Bockmiller
Professional Land Surveyor

Date March 28, 2016



Parcel 87221-1

For freeway purposes, a portion of that land described in Parcel 27 in the Grant Deed to Farmland Reserve Inc., a Utah nonprofit corporation, recorded on August 13, 2013 as Document Number 0213115008, Kern County Official Records, more particularly described as follows:

COMMENCING at the North quarter Corner of Section 7, Township 27 South, Range 26 East, Mount Diablo Meridian, according to the Official Government Plat thereof;

THENCE (1) along the north line of said Section 7 North $89^{\circ}43'07''$ West, 1757.10 feet;

THENCE (2) South $0^{\circ}01'14''$ West, 40.00 feet to the existing southerly Right of Way line of State Route 46 and the POINT OF BEGINNING; THENCE (3) continuing South $0^{\circ}01'14''$ West, 10.00 feet; THENCE (4) South $89^{\circ}43'07''$ East, 299.69 feet; THENCE (5) South $86^{\circ}42'57''$ East, 370.99 feet; THENCE (6) South $83^{\circ}21'27''$ East, 59.26 feet; THENCE (7) South $20^{\circ}01'10''$ East, 61.98 feet to the beginning of a non-tangent curve concave to the northeast having a radius of 149.79 feet, a radial line through said beginning of curve bears South $70^{\circ}02'03''$ West; THENCE (8) southeasterly and easterly 177.53 feet along said curve through a central angle of $67^{\circ}54'20''$; THENCE (9) on a non-tangent line South $87^{\circ}49'05''$ East, 774.73 feet; THENCE (10) South $66^{\circ}30'11''$ East, 13.74 feet; THENCE (11) South $01^{\circ}04'37''$ West, 80.19 feet; THENCE (12) North $90^{\circ}00'00''$ East, 40.01 feet to the easterly line of said Parcel 27; THENCE (13) along said easterly line North $1^{\circ}04'37''$ East, 172.85 feet to the existing westerly Right of Way boundary of State Route 99; THENCE along said existing westerly Right of Way boundary the following described Courses:(14) North $65^{\circ}41'59''$ West, 132.09 feet to the beginning of a curve concave to the southwest having a radius of 360.01 feet; (15) northwesterly 71.22 feet along said curve through a central angle of $11^{\circ}20'06''$; (16) along a non-tangent line North $89^{\circ}41'04''$ West, 182.08 feet; (17) North $0^{\circ}18'56''$ East, 54.00 feet to said existing southerly Right of Way of State Route 46; THENCE (18) along said existing southerly Right of Way North $89^{\circ}43'07''$ West 1344.37 feet to the POINT OF BEGINNING.

Parcel 87221-1 (continued)

Lands abutting said freeway shall have no right or easement of access thereto; provided, however, that part of the remaining lands shall abut upon and have access to an adjoining frontage road which will be connected to the main thoroughfare of the freeway only at such points as may be established by public authority.

Reserving however, unto owner, owner's successors or assigns, the right of access to said freeway over and across Courses (3), (4), (5), (6), and the 104.18 feet easterly prolongation of said Course (6), hereinabove described.

TOGETHER WITH all of the existing improvements which are located partially within and partially outside the boundaries of the above described parcel.

The bearings and distances used in this description are on the California Coordinate System of 1983, Zone 5. Divide distances by 1.00003732 to convert to ground distances.

Parcel 87221-2

A temporary easement for construction of State Freeway facilities and appurtenances thereto, under, upon, over and across a portion of that land described in Parcel 27 in the Grant Deed to Farmland Reserve Inc., a Utah nonprofit corporation, recorded on August 13, 2013 as Document Number, 0213115008, Kern County Official Records, more particularly described as follows:

COMMENCING at the North quarter Corner of Section 7, Township 27 South, Range 26 East, Mount Diablo Meridian, according to the Official Government Plat thereof;
THENCE (1) along the north line of said Section 7 North 89°43'07" West, 1757.10 feet;
THENCE (2) South 0°01'14" West, 40.00 feet to the existing southerly Right of Way line of State Route 46; THENCE (3) continuing South 0°01'14" West, 10.00 feet; THENCE (4) South 89°43'07" East, 299.69 feet; THENCE (5) South 86°42'57" East, 370.99 feet; THENCE (6) South 83°21'27" East, 59.26 feet; THENCE (7) South 20°01'10" East, 61.98 feet to the beginning of a non-tangent curve concave to the northeast having a radius of 149.79 feet, a radial line through said beginning of curve bears South 70°02'03" West; THENCE (8) southeasterly and easterly 177.53 feet along said curve through a central angle of 67°54'20"; THENCE (9) on a non-tangent line South 87°49'05" East, 774.73 feet; THENCE (10) South 66°30'11" East, 13.74 feet; THENCE (11) South 01°04'37" West, 80.19 feet to the POINT OF BEGINNING; THENCE (12) continuing South 01°04'37" West, 21.57 feet; THENCE (13) North 90°00'00" East, 40.01 feet to the easterly line of said Parcel 27; THENCE (14) along said easterly line North 01°04'37" East 21.57 feet; THENCE (15) North 90°00'00" West 40.01 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.

Parcel 87221-2 (continued)

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 87221-3

For freeway purposes, the underlying Fee title of that portion of land described in Parcel 27 in the Grant Deed to Farmland Reserve Inc., a Utah nonprofit corporation, recorded on August 13, 2013 as Document Number, 0213115008, Kern County Official Records, more particularly described as follows:

COMMENCING at the North quarter Corner of Section 7, Township 27 South, Range 26 East, Mount Diablo Meridian, according to the Official Government Plat thereof; THENCE (1) along the north line of said Section 7 North $89^{\circ}43'07''$ West, 412.53 feet to the POINT OF BEGINNING; THENCE (2) continuing along said north line North $89^{\circ}43'07''$ West, 1344.57 feet; THENCE (3) South $0^{\circ}01'14''$ West, 40.00 feet to the existing southerly Right of Way line of State Route 46; THENCE (4) along said existing southerly Right of Way line South $89^{\circ}43'07''$ East, 1344.37 feet; THENCE (5) leaving said existing southerly Right of Way line North $0^{\circ}18'56''$ East, 40.00 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.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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 \$7,076,900. The State will receive a return of \$10,635,400 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

ISSUE:

01-03-Sut-99 PM R19.7
Disposal Unit #DD 026745-03-01
#DE 026745-03-02
Convey to: Eric William Blasé

Yuba City
0.10 acre
1.92 acres
\$59,500
(Public sale estimate \$10,000)

Public sale. Selling price represents the highest bid received at the public auction. There were seven bidders.

02-04-Ala-238 PM 13.8
Disposal Unit #DD 032736-01-01
Convey to: Dutra Enterprises, Inc., a California
Corporation

Hayward
3.44 acres
\$3,500,000
(Public sale estimate \$2,500,000)

Public sale. Selling price represents the highest bid received at the public auction. There were two bidders.

03-04-Ala-238 PM 13.5 Hayward
Disposal Unit #DD 032738-01-01 0.17 acre
Convey to: FORE KINGS LLC \$487,000
(Public sale estimate \$400,000)
Public sale. Selling price represents the highest bid received at the first public sale. There were five bidders.

04-04-Ala-238 PM 13.6 Hayward
Disposal Unit #DD 032739-01-01 0.19 acre
Convey to: Vandana Vasisht and Vishal Sharma \$468,000
(Public sale estimate \$400,000)
Public sale. Selling price represents the highest bid received at the public sale. There were six bidders.

05-04-Ala-238 PM 13.5 Hayward
Disposal Unit #DD 032746-01-01 0.20 acre
Convey to: Community Partnership LLC \$357,000
(Public sale estimate \$200,000)
Public sale. Selling price represents the highest bid received at the public sale. There were five bidders.

06-04-Ala-580 PM 31.0 Hayward
Disposal Unit #DD 040709-01-01 0.27 acre
Convey to: Dori Phuong-Lan Tieu \$474,000 (Appraisal \$474,000)
Direct sale. Pursuant to Commission Resolution G-98-22, this transaction is a direct sale at the appraised value to a qualified tenant of five years or more with the rental account in good standing.

07-04-Ala-580 KP 74.3 Oakland
Disposal Unit #DD 056359-01-01 1.066 acres
Convey to: Tulse Nathu, Payal Nathu \$3,010,000
and Jayanti Nathu (Public sale estimate \$1,393,000)
Public sale. Selling price represents the highest bid received at the public sale. There were four active bidders.

08-04-SCI-101 PM 35.4 San Jose
Disposal Unit #DD 000044-02-01 1.89 acres
Convey to: City of San Jose, a Municipal Corporation \$850,000
(Negotiated fair market value \$850,000)
Direct sale to a public agency for public park purposes. As a negotiated settlement between the parties, the property was sold for \$850,000 subject to a 15-year reversion clause in the deed requiring that the property is used solely for public park purposes or it will revert back to State ownership.

09-04-SCI-101 PM 24.5 Unincorporated Santa Clara County
Disposal Unit #DD 038773-01-01 2.168 acres
#DD 038773-02-01 4.097 acres
Convey to: Great Oaks Water Company \$5,000 (Appraisal \$5,000)
Direct sale pursuant to the Right of Entry Agreement dated February 18, 2011 and subsequent
Option to Purchase Agreement dated May 5, 2015.

10-04-Son-101 PM 14.9 Rohnert Park
Disposal Unit #DD 060206-01-01 0.58 acre
Convey to: Sutter & Pierce EPC, LLC \$510,000
(Public sale estimate \$264,000)
Public sale. Selling price represents the highest bid received at the public auction. There were
four bidders.

11-04-Son-101 PM 12.7 Cotati
Disposal Unit #DD 060955-01-01 0.70 acre
Convey to: Richard J. Traverso, a Single Man \$704,000
(Public sale estimate \$400,000)
Public sale. Selling price represents the highest bid received at the first public auction. There
were five bidders.

12-06-Ker-178 PM 2.34 Bakersfield
Disposal Unit #DD 075094-01-01 0.187 acre
Convey to: Pacific Gas and Electric Company \$9,300 (Appraisal \$9,300)
Direct sale. Sale price represents the appraised value received from a public utility company. The
highest and best use of the subject property is as joinder.

13-07-LA-10 PM 32.0 Baldwin Park
Disposal Unit #DD 079163-01-01 0.08 acre
Convey to: Fresh Generation, Inc \$49,300 (Appraisal \$49,300)
Direct sale. Sale price represents the appraised value received from the only adjoining owner. The
highest and best use of the subject property is as joinder.

14-07-LA-210 PM 51.5 Claremont
Disposal Unit #DD 040576-01-01 0.077 acre
Convey to: Three Valleys Municipal Water District \$17,300 (Appraisal \$17,300)
Direct sale. Sale price represents the appraised value received from a local agency. The highest
and best use of the subject property is as joinder.

15-10-Mer-99 PM 29.3 Livingston
Disposal Unit #DD 012677-01-01 0.118 acre
Convey to: Norcal Investors, Inc. \$135,000
(Public sale estimate \$105,000)
Public sale. Selling price represents the highest bid received at the first public auction. There
were three active bidders out of 35 registered bidders.

Attachments

Attachment A - Financial summary spreadsheet

Exhibits 1A-15B - Parcel maps

**SUMMARY OF DIRECTOR'S DEEDS - 2.4d.
PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - June 29-30, 2016**

Table I - Volume by Districts

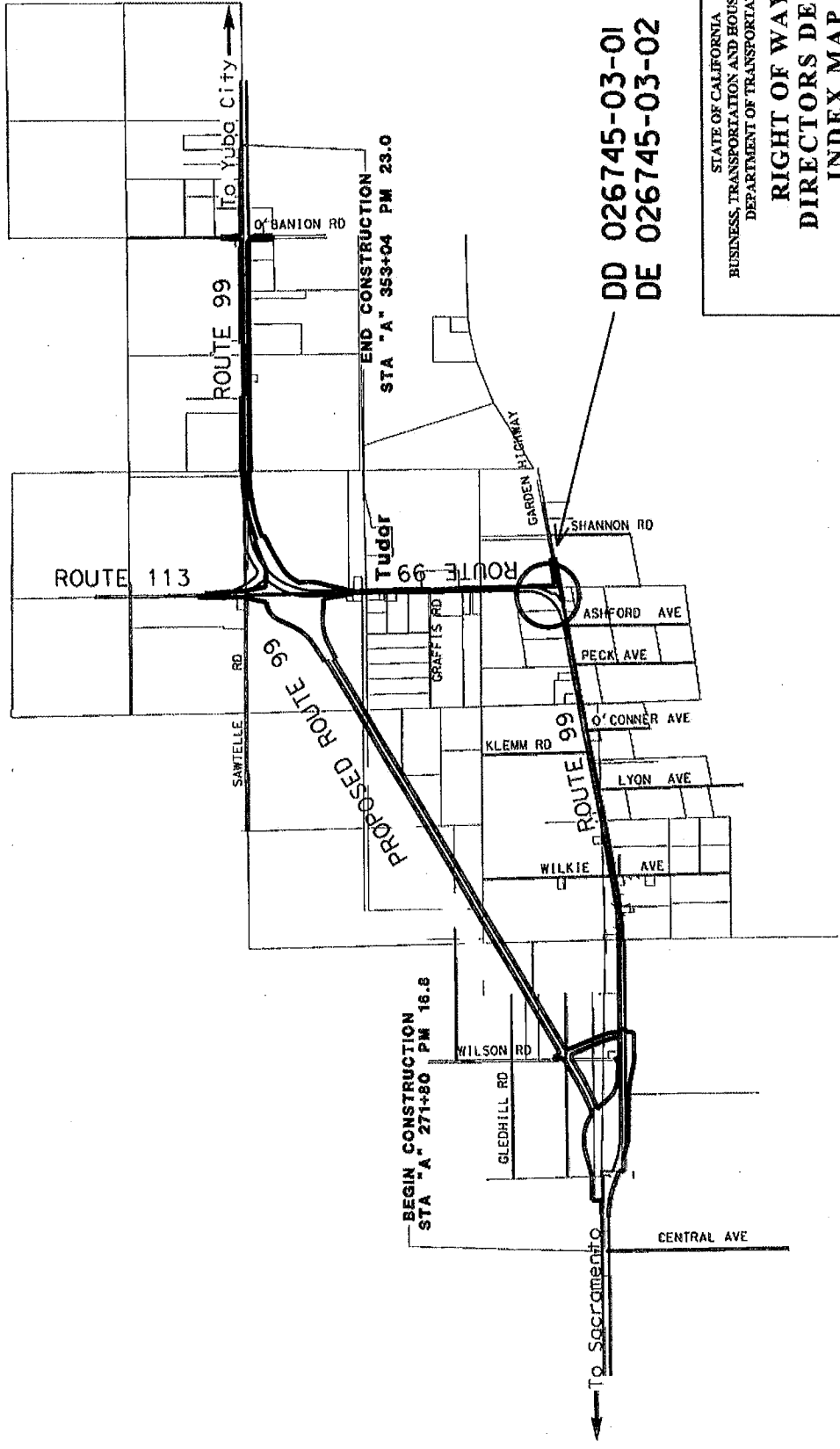
District	Direct Sales	Public Sales	Non-Inventory Conveyances	Other Funded Sales	Total Items	Current Estimated Value	Return From Sales	Recovery %
								% Return From Sales Current Value
01								
02								
03		1			1	\$ 10,000.00	\$ 59,500.00	595%
04	3	7			10	\$ 6,886,000.00	\$ 10,365,000.00	151%
05								
06	1				1	\$ 9,300.00	\$ 9,300.00	100%
07	2				2	\$ 66,600.00	\$ 66,600.00	100%
08								
09								
10		2			2	105,000.00	135,000.00	129%
11								
12								
	6	10			16	\$7,076,900.00	\$10,635,400.00	150%

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	\$1,404,900.00	\$1,404,900.00	100%
Public Sales	10	\$5,672,000.00	\$9,230,500.00	163%
Non-Inventory Conveyances				
Sub-Total	16	\$7,076,900.00	\$10,635,400.00	150%
Other Funded Sales				
Total	16	\$7,076,900.00	\$10,635,400.00	150%



EXHIBIT A



DD 026745-03-01
DE 026745-03-02

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

**RIGHT OF WAY
DIRECTORS DEED
INDEX MAP**

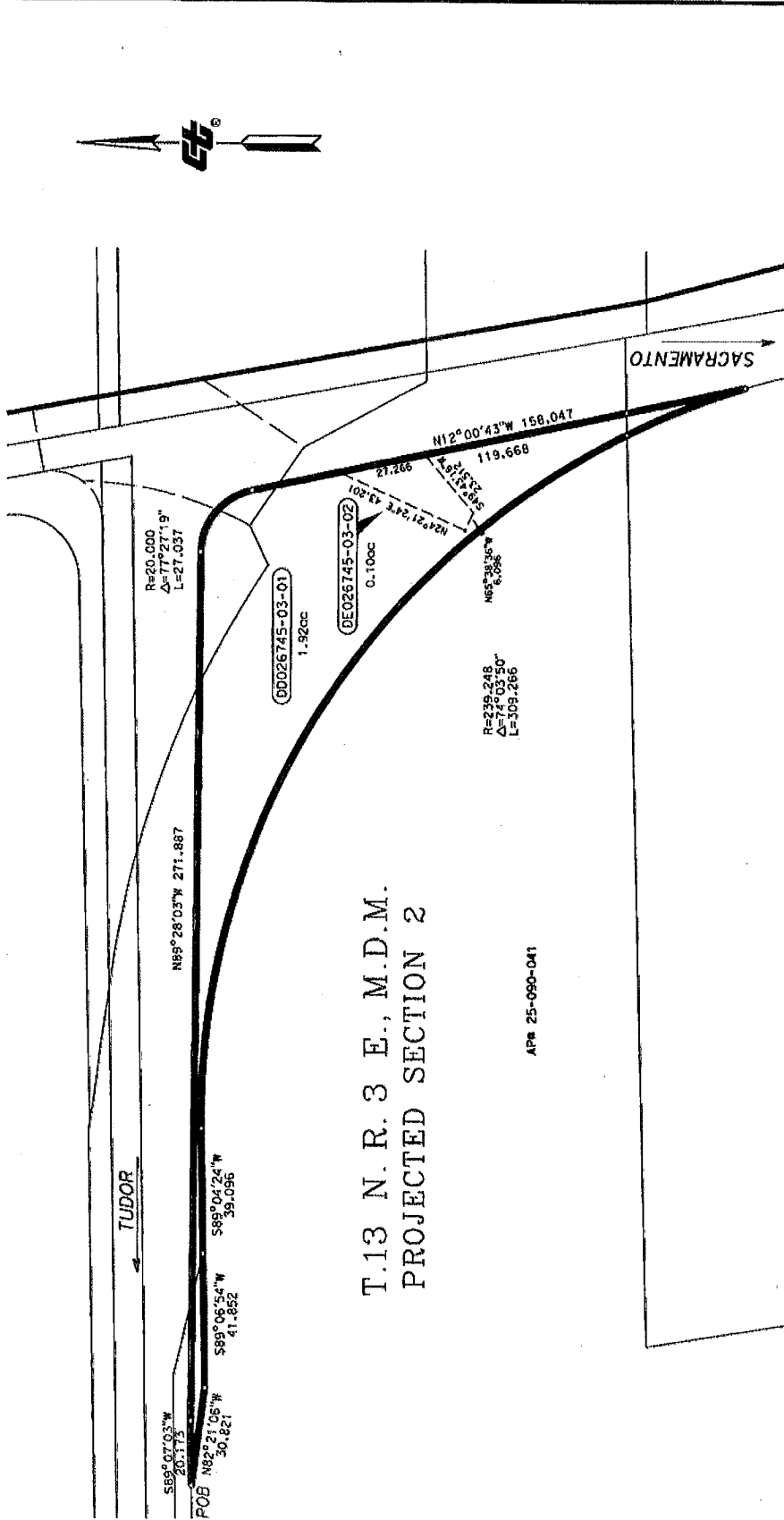
NOT TO SCALE

DISTRICT	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS
03	SUT	99	19.7	1
				2



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

EXHIBIT B



T.13 N. R. 3 E., M.D.M.
PROJECTED SECTION 2

AP# 25-050-041

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
DIRECTOR'S DEED**
DD 026645-03-01
DE 026645-03-02

NOTES
All distances are in meters unless otherwise noted. To convert meters to U.S. Survey feet, multiply distance by 3937/1200.

LEGEND

METERS 0 20 50 100 200 300
FEET 0 50 100 200 300

DISTRICT	COUNTY	ROUTE	SHEET	MP/PM	SHEET NO.	TOTAL SHEETS
03	SUT	99	/19.1	2	2	2

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

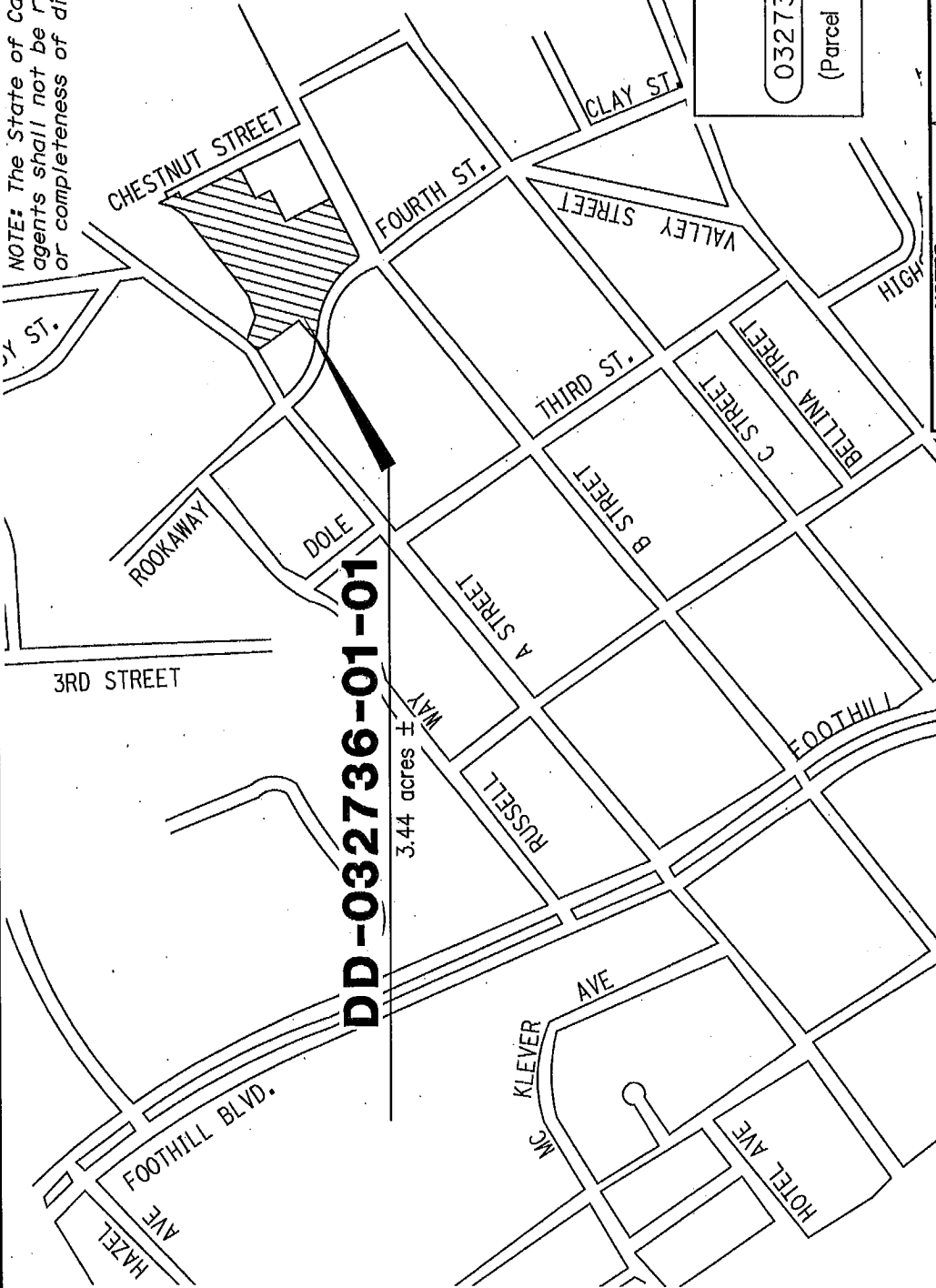


LEGEND
 032736 = Excess Land Parcel
 (Parcel #) = Exhibit "A" Description

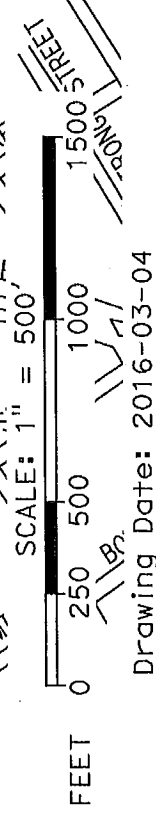
STATE OF CALIFORNIA
 CALIFORNIA STATE TRANSPORTATION AGENCY
 DEPARTMENT OF TRANSPORTATION
 RIGHT OF WAY
 DIRECTOR'S DEED
 DD-032736-01-01
 VICINITY MAP

NOTES
 Coordinates, bearings and distances are based on the California Coordinate System of 1927, Zone 3. Multiply the distances by 1.0000787 to obtain ground level distances. All distances are in U.S. feet unless otherwise noted.

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
04	ALA	238	13.8	1	4



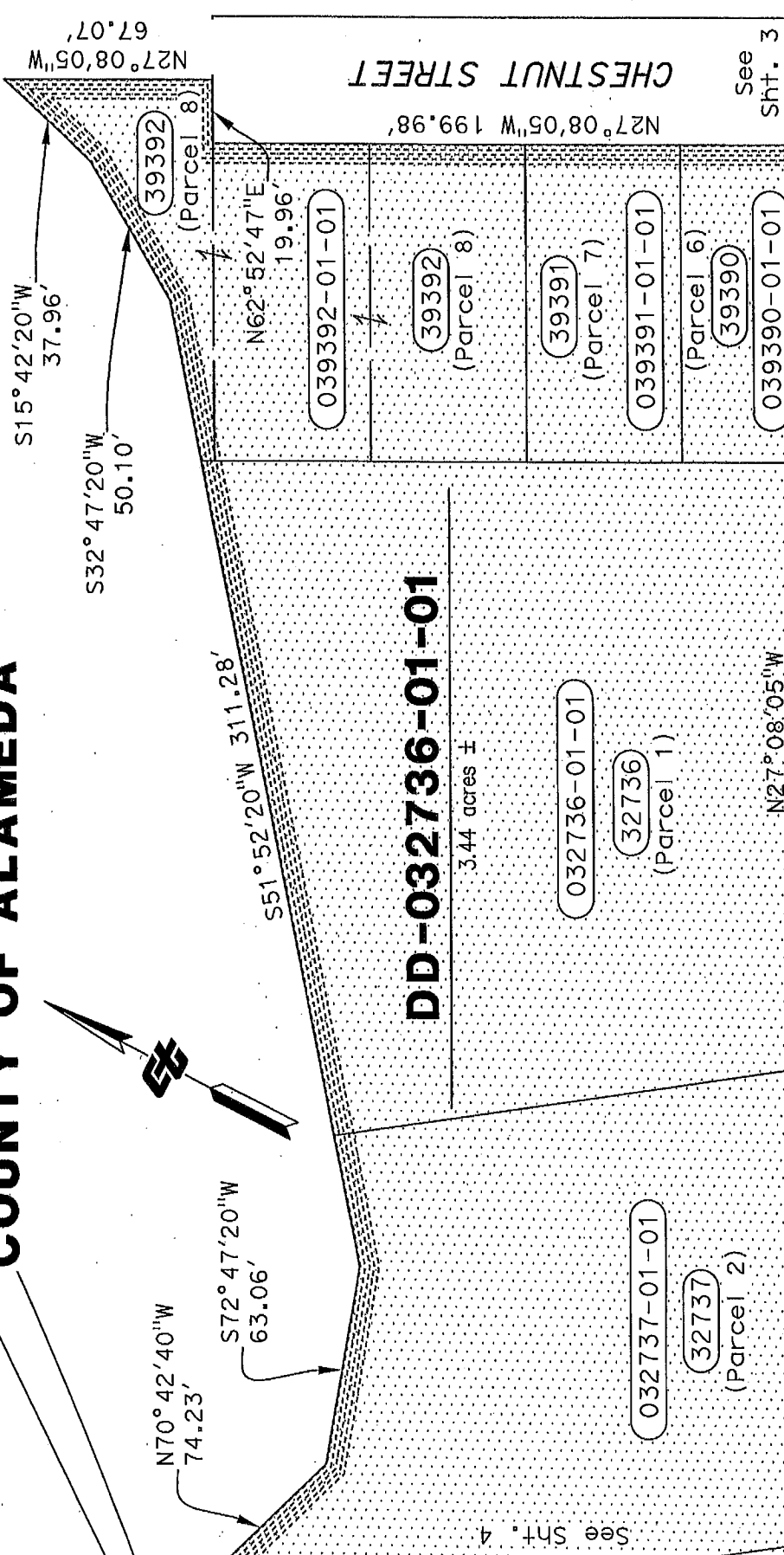
**CITY OF HAYWARD
 COUNTY OF ALAMEDA**



R-167.4

CITY OF HAYWARD COUNTY OF ALAMEDA

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.



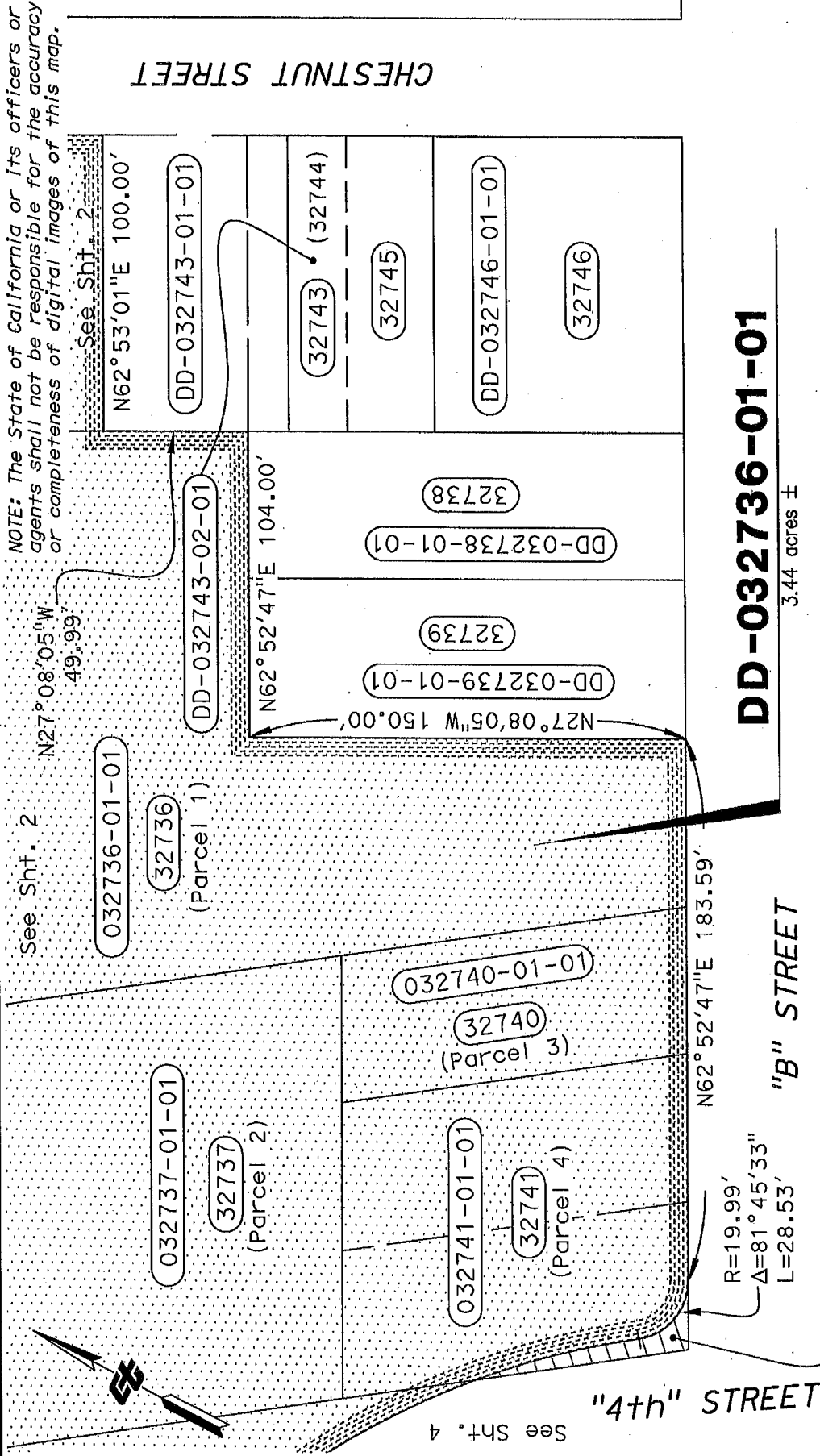
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
04	ALA	238	13.8	2	4

NOTES
Coordinates, bearings and distances are based on the California Coordinate System of 1927, Zone 3. Multiply the distances by 1.0000787 to obtain ground level distances. All distances are in U.S. feet unless otherwise noted.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD-032736-01-01
Scale: 1"=50'

See Sht. 3
Drawing Date: 2016-03-04

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-032736-01-01 Scale: 1"=50'		NOTES Coordinates, bearings and distances are based on the California Coordinate System of 1927, Zone 3. Multiply the distances by 1.0000787 to obtain ground level distances. All distances are in U.S. feet unless otherwise noted.			
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
04	ALA	238	13.8	3	4

**CITY OF HAYWARD
COUNTY OF ALAMEDA**

Drawing Date: 2016-03-04

R-1674

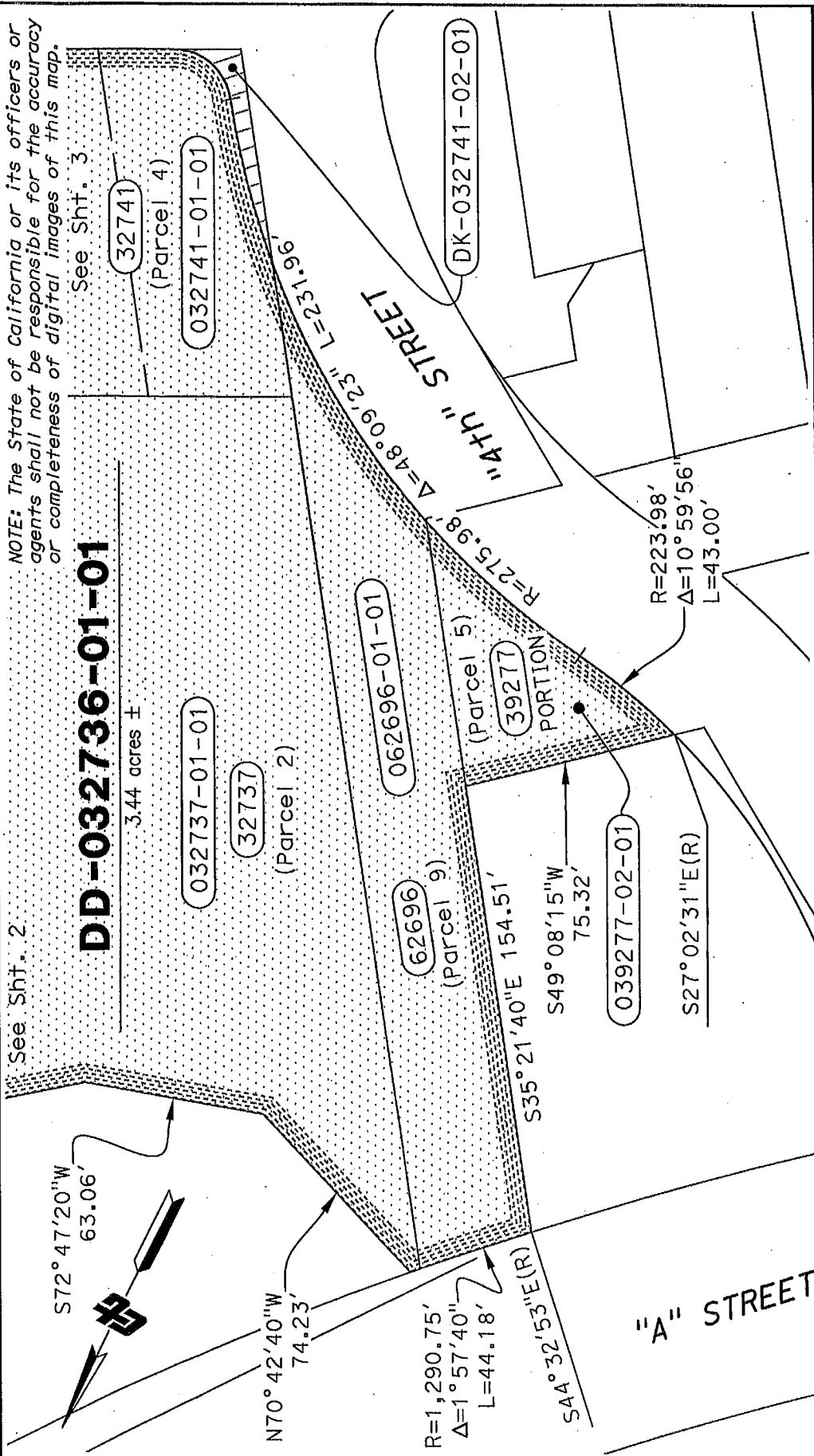
NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

See Sht. 2

DD-032736-01-01

3.44 acres ±

See Sht. 3



STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION RIGHT OF WAY DIRECTOR'S DEED DD-032736-01-01 Scale: 1"=50'		NOTES Coordinates, bearings and distances are based on the California Coordinate System of 1927, Zone 3. Multiply the distances by 1.0000787 to obtain ground level distances. All distances are in U.S. feet unless otherwise noted.			
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
04	ALA	238	13.8	4	4

CITY OF HAYWARD COUNTY OF ALAMEDA

Drawing Date: 2016-03-04

R-167.4

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



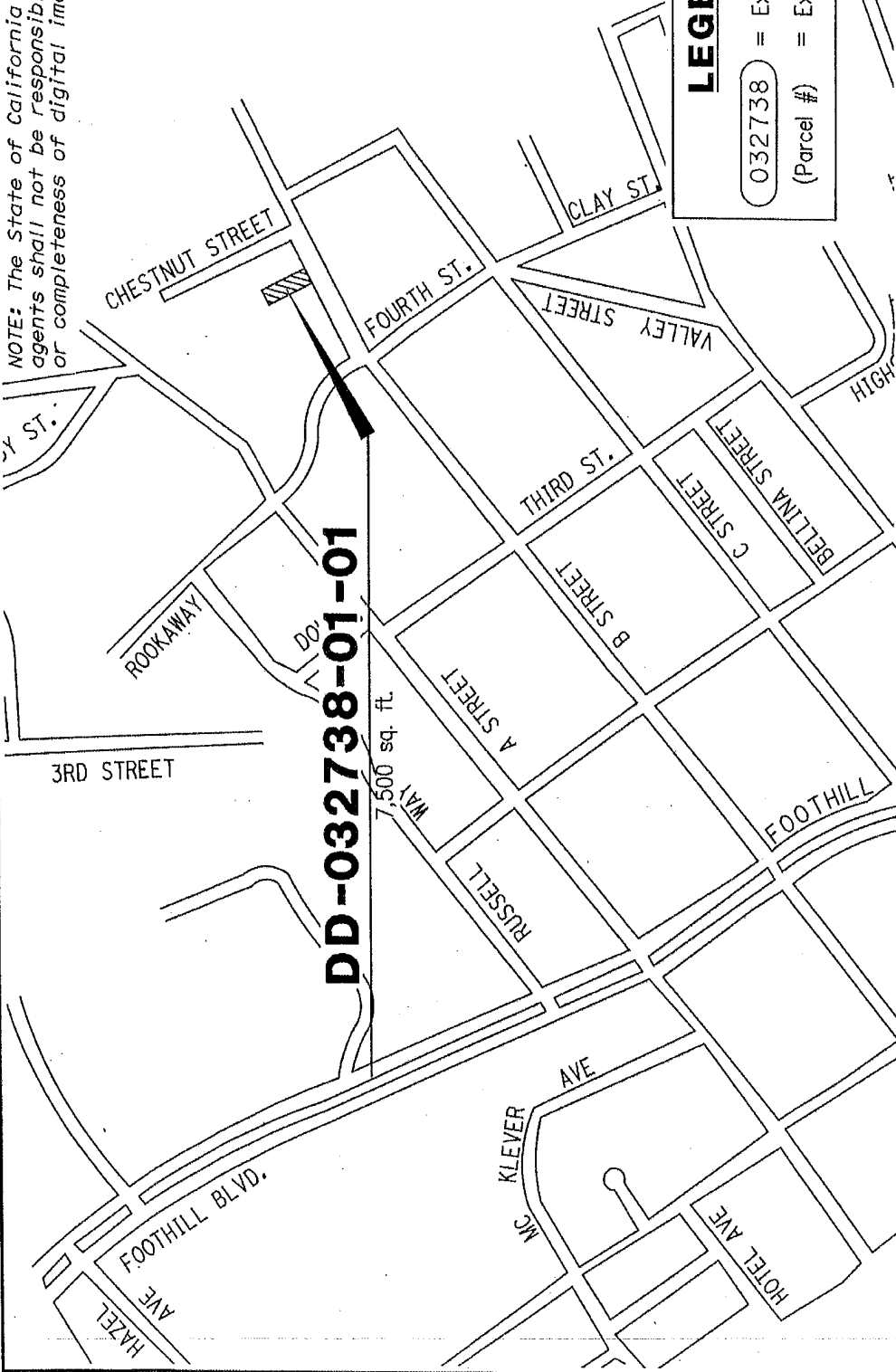
LEGEND

032738 = Excess Land Parcel
 (Parcel #) = Exhibit "A" Description

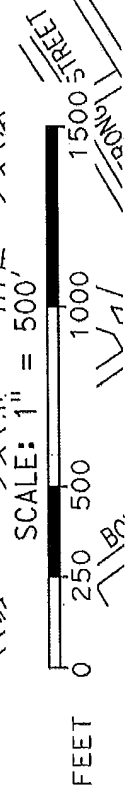
STATE OF CALIFORNIA
 CALIFORNIA STATE TRANSPORTATION AGENCY
 DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
 DD-032738-01-01
 VICINITY MAP

NOTES
 Coordinates, bearings and distances are based on the California Coordinate System of 1927, Zone 3. Multiply the distances by 1.0000787 to obtain ground level distances. All distances are in U.S. feet unless otherwise noted.

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
04	ALA	238	13.5	1	2



**CITY OF HAYWARD
 COUNTY OF ALAMEDA**



Drawing Date: 2015-12-21

R-167.4

CITY OF HAYWARD COUNTY OF ALAMEDA

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.

CHESTNUT STREET

N62°53'01"E 100.00'

DD-032743-01-01

(S61°48'W)
S62°52'47"W
50.00'

32736

32737

(S28°12'E)
S27°08'05"E 150.00'

32739

Reel 2662 img. 798
12-29-70

032738-01-01

32738

N27°08'05"W 150.00'
(N28°12'W)

32744

32746

(N61°48'E)
N62°52'47"E
50.00'

DD-032738-01-01

7,500 sq. ft.

"B" STREET

DK-032741-02-01

"4th" STREET

<p>NOTES Coordinates, bearings and distances are based on the California Coordinate System of 1927, Zone 3. Multiply the distances by 1.0000787 to obtain ground level distances. All distances are in U.S. feet unless otherwise noted.</p>		<p>STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION RIGHT OF WAY DIRECTOR'S DEED DD-032738-01-01 Scale: 1"=50'</p>			
DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
04	ALA	238	13.5	2	2

Note:
() = per State Parcel 32738
Reel 2662 img. 798 7-29-70

Drawing Date: 2015-12-21

R-1674

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



LEGEND

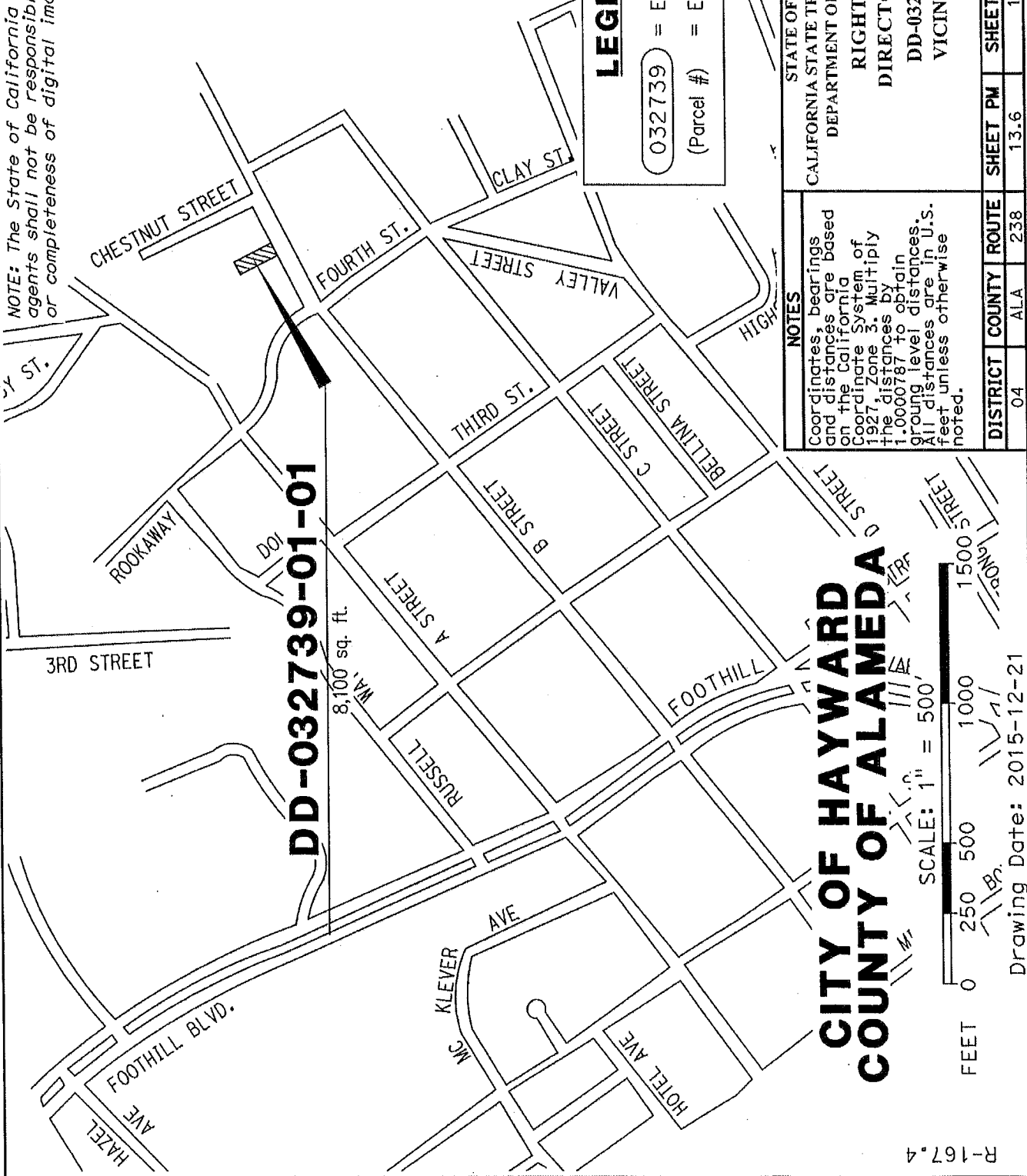
032739 = Excess Land Parcel
 (Parcel #) = Exhibit "A" Description

STATE OF CALIFORNIA
 CALIFORNIA STATE TRANSPORTATION AGENCY
 DEPARTMENT OF TRANSPORTATION

**RIGHT OF WAY
 DIRECTOR'S DEED**
 DD-032739-01-01
 VICINITY MAP

NOTES
 Coordinates, bearings and distances are based on the California Coordinate System of 1927, Zone 3. Multiply the distances by 1.0000787 to obtain ground level distances. All distances are in U.S. feet unless otherwise noted.

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
04	ALA	238	13.6	1	2



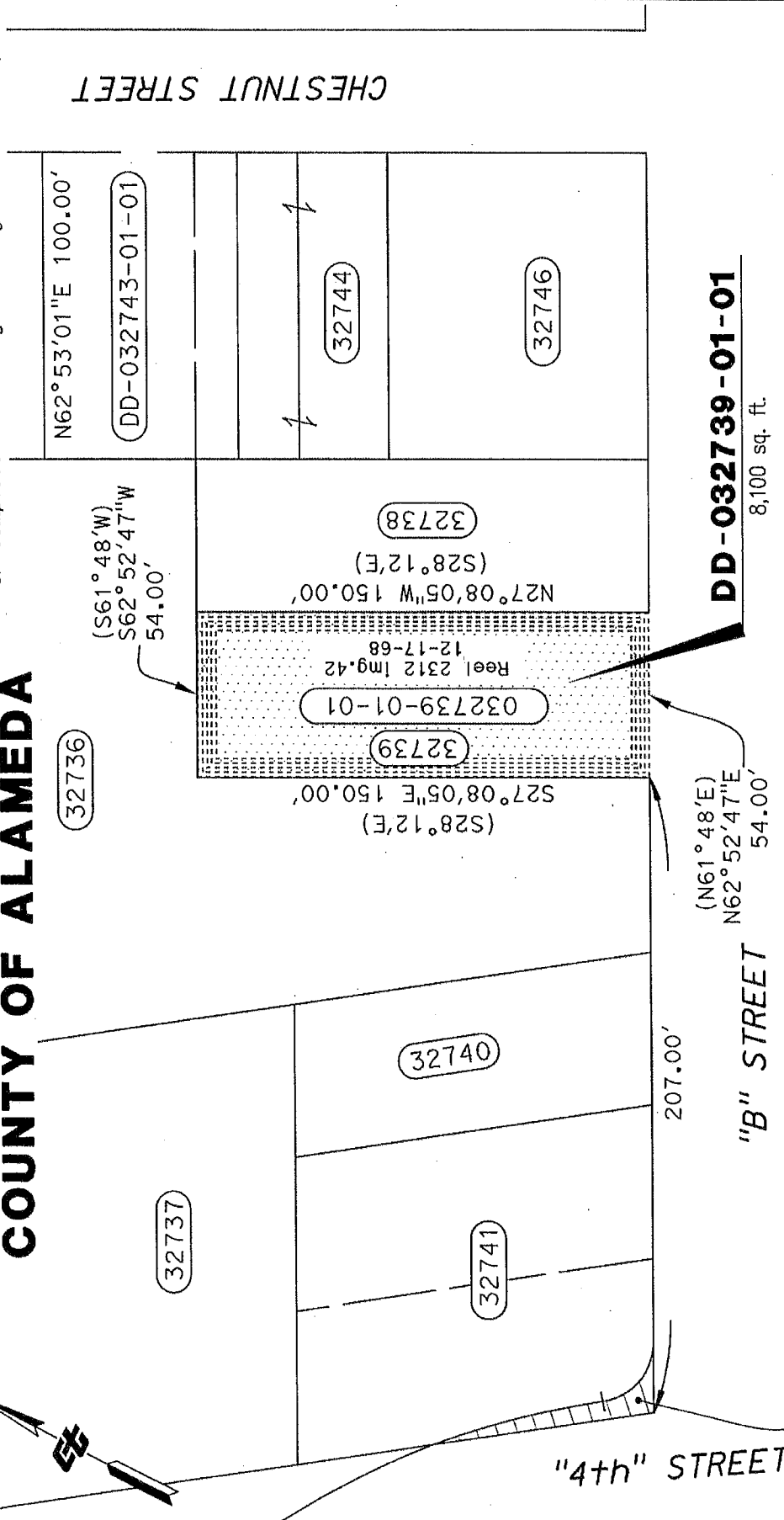
**CITY OF HAYWARD
 COUNTY OF ALAMEDA**

SCALE: 1" = 500'
 FEET 0 250 500 1000 1500
 Drawing Date: 2015-12-21

R-167.4

CITY OF HAYWARD COUNTY OF ALAMEDA

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.



DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
04	ALA	238	13.6	2	2

NOTES
Coordinates, bearings and distances are based on the California Coordinate System of 1927, Zone 3. Multiply the distances by 1.0000787 to obtain ground level distances. All distances are in U.S. feet unless otherwise noted.

Note:
() = per State Parcel 32739
Reel 2312 img. 42 12-17-68

Drawing Date: 2015-12-21

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTOR'S DEED
DD-032739-01-01
Scale: 1"=50'

R-1674

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY CITY OF HAYWARD

INTERSTATE ROUTE 580

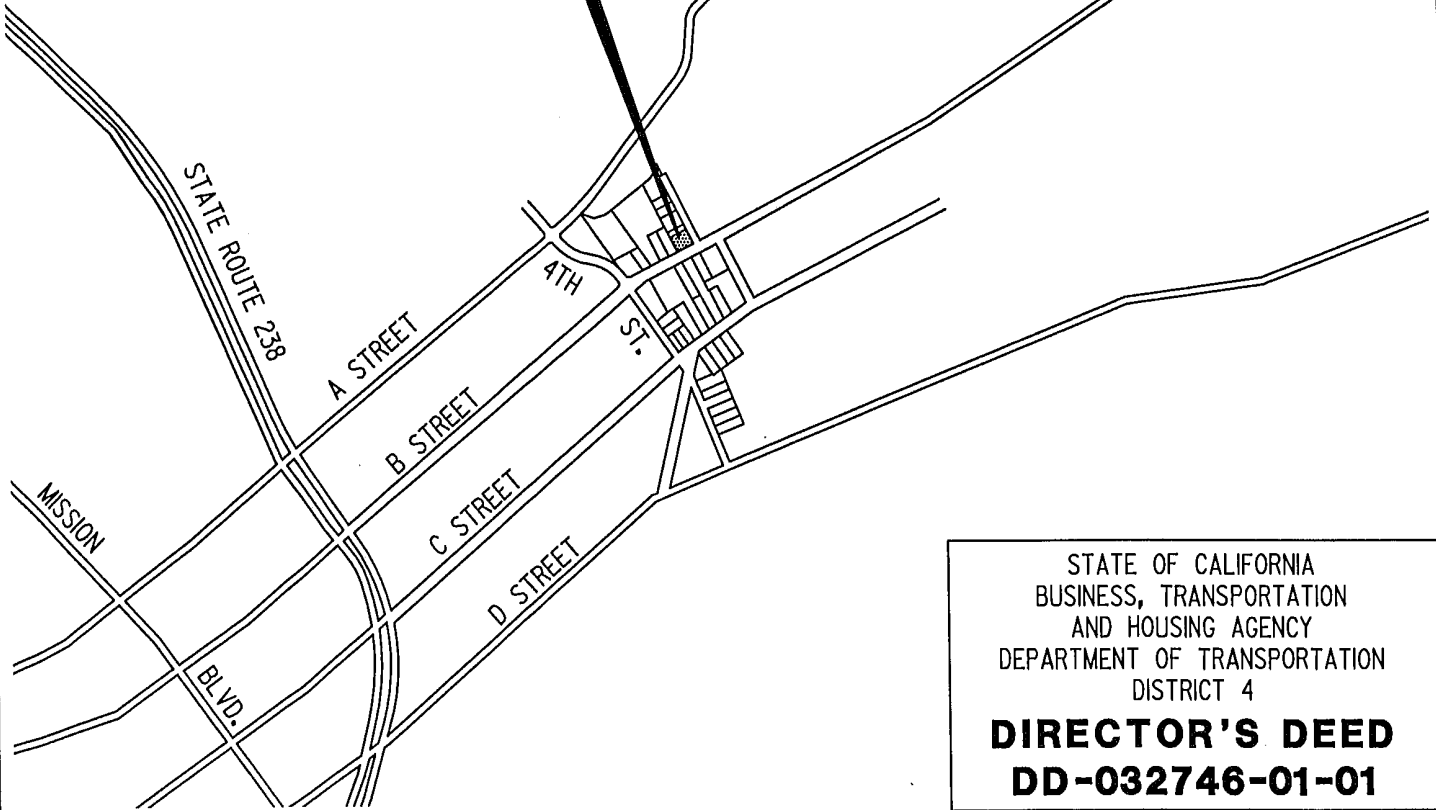


REDWOOD ROAD

GROVE WAY

CENTER STREET

DD-032746-01-01



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

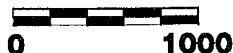
**DIRECTOR'S DEED
DD-032746-01-01**

DRAWN BY: SR DATE: 2/9/10

CHECK BY: PD SCALE: 1"=1000'

COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.5'	1 OF 2

SCALE IN FEET



R-167.4
A-726.4

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY CITY OF HAYWARD



DD-032746-01-01

8,600 SQ FT

LAWRENCE TRACT
BOOK 14 PAGE 19 ACR

LOT 14

CHESTNUT ST.

LOT 10

86.00'

100.00'

86.00'

100.00'

B STREET

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

**DIRECTOR'S DEED
DD-032746-01-01**

DRAWN BY: SR DATE: 2/9/10

CHECK BY: PD SCALE: 1"=40'

COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	13.5	2 OF 2

SCALE IN FEET



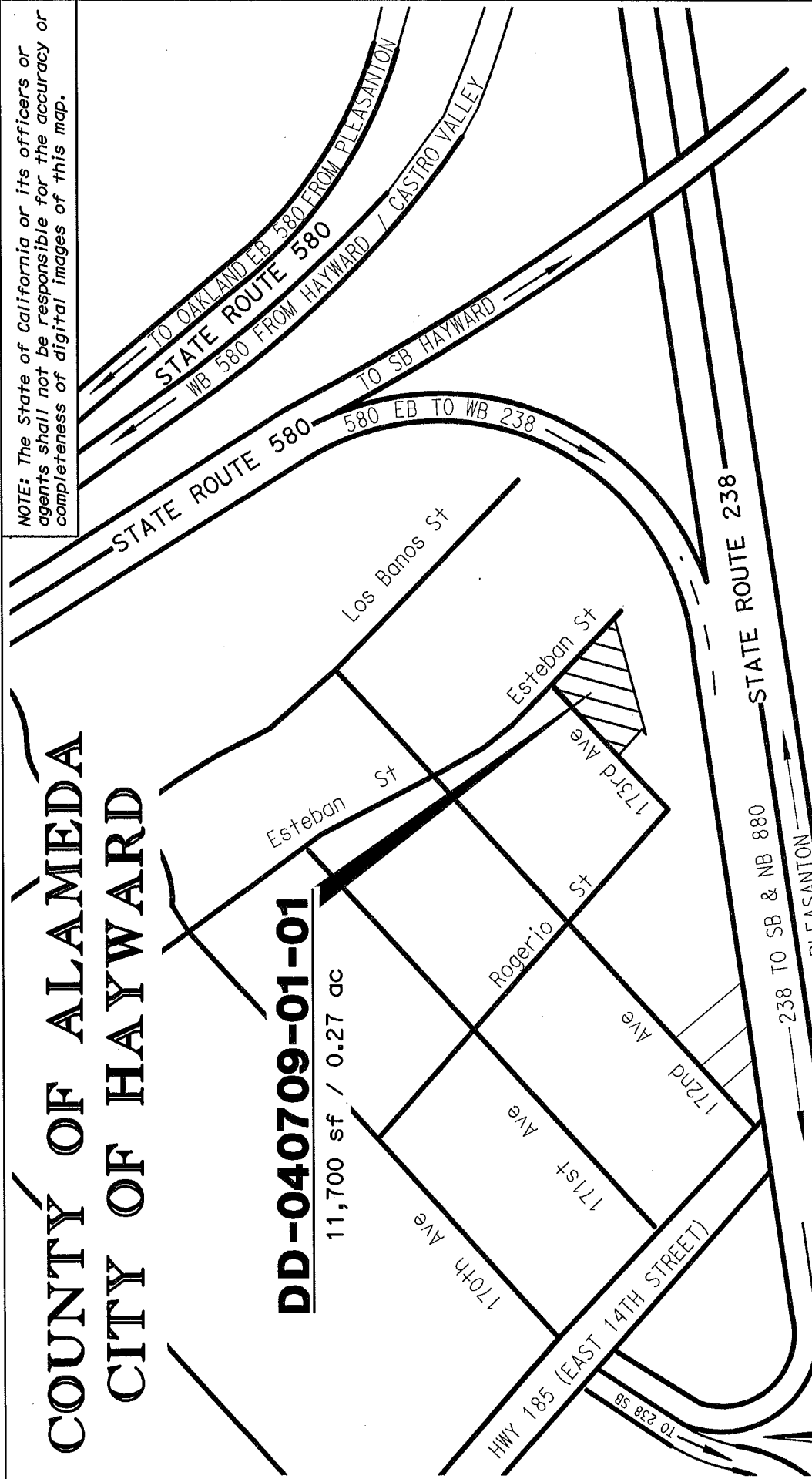
R-167.4
A-726.4

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.

COUNTY OF ALAMEDA CITY OF HAYWARD

DD-040709-01-01

11,700 sf / 0.27 ac



STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
Director's Deed
DD-040709-01-01

NOT TO SCALE

LEGEND

DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
04	ALA	238/580	14.8/31.0	1	2

NOTES
Coordinates and bearings are on CCS NAD 27 Zone 3. Distances and stationing are grid distances. Multiply by 1.0000759 to obtain ground distances. All distances are in feet unless otherwise noted.

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
ALE	2/23/16	04	ALA	238/580	14.8/31.0	1	2

NTS

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.

COUNTY OF ALAMEDA CITY OF HAYWARD

DD-040709-01-01

11,700 sf / 0.27 ac

POB

Esteban St

173rd Ave (San Remo Ave)

EL PORTAL
8 M 76

State Route 238

12 M 73

K

40707

DD-040707-01-01

05-01-01

40705-1

40709

8-4-69
RE: 2452 IM: 538
Serial # 86997
O.R. ALA CO

040709-01-01

40708

142

141

N48°35'16"E
8.37'

140

146

145

144

S45°27'58"E
122.50'

N48°30'56"E
133.13'

N47°39'23"W
50.00'

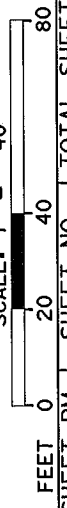
S75°00'36"W
162.52'



NOTES		LEGEND	
Coordinates and bearings are on CCS NAD 27 Zone 3. Distances and stationing are grid distances. Multiply by 1.0000759 to obtain ground distances. All distances are in feet unless otherwise noted.		RE: Reel	
		IM: Image	
		O.R.: Official Records	
DRAFTED BY ALE	DATE 2/23/16	DISTRICT 04	COUNTY ROUTE ALA 238/580
		SHEET PM 14-8/31-0	TOTAL SHEETS 2

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
Director's Deed
DD-040709-01-01

SCALE: 1" = 40'

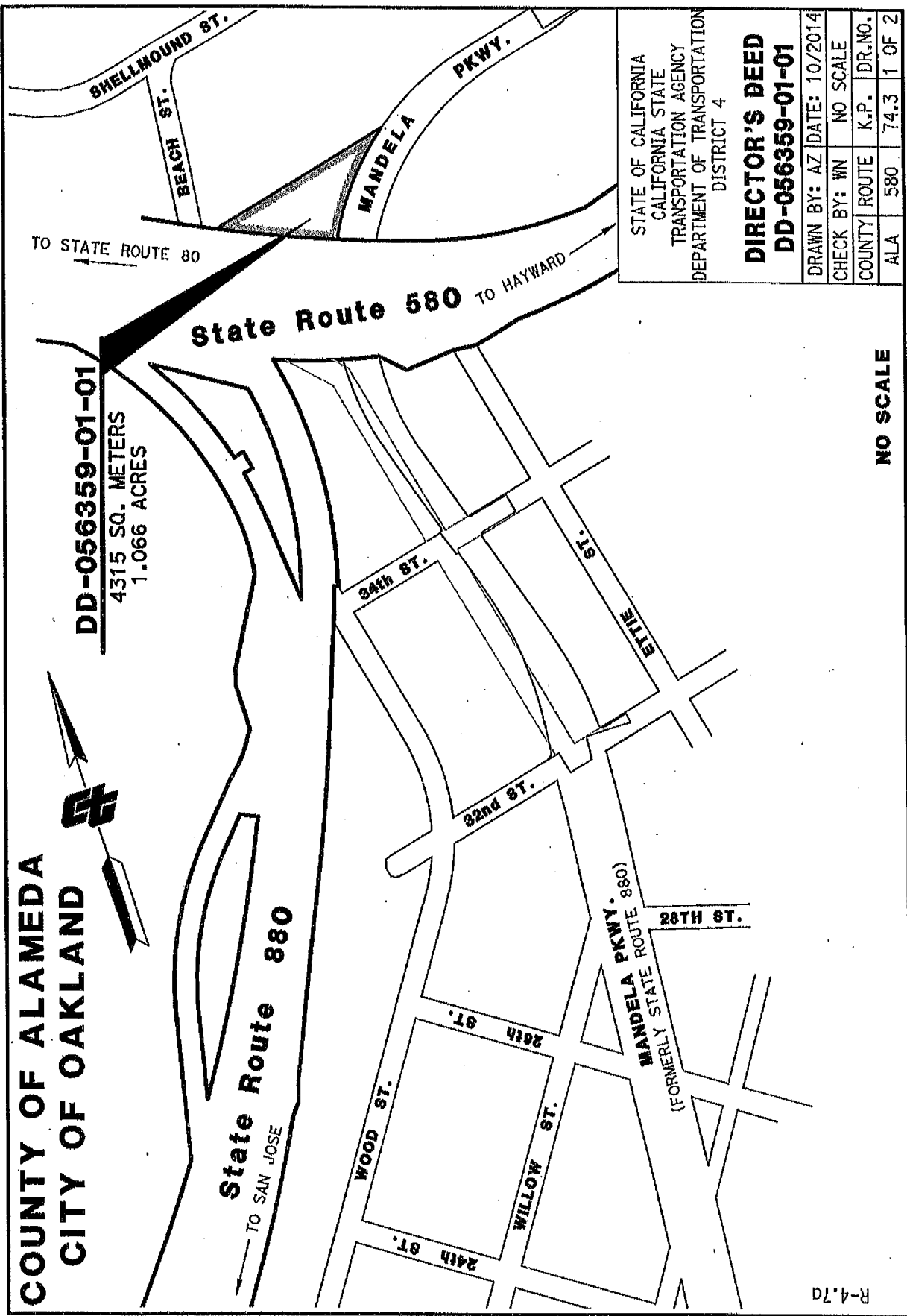


R-93X.2

**COUNTY OF ALAMEDA
CITY OF OAKLAND**



DD-056359-01-01
4315 SQ. METERS
1.066 ACRES



STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-056359-01-01

DRAWN BY: AZ	DATE: 10/2014
CHECK BY: WN	NO SCALE
COUNTY ROUTE	K.P. DR.NO.
ALA 580	74.3 1 OF 2

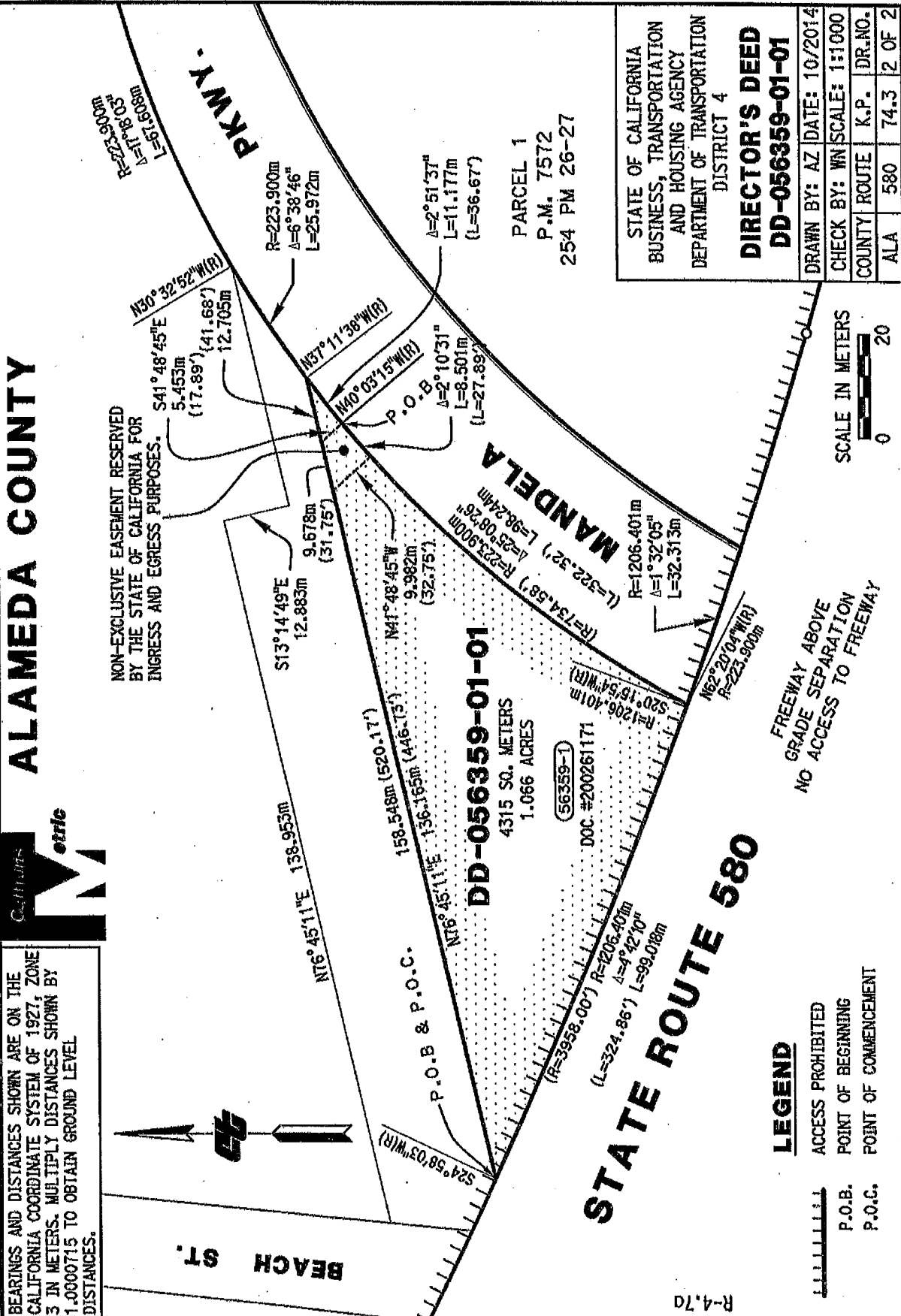
NO SCALE

R-4.7d

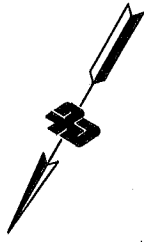
BEARINGS AND DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 13 IN METERS. MULTIPLY DISTANCES SHOWN BY 1.0000715 TO OBTAIN GROUND LEVEL DISTANCES.



ALAMEDA COUNTY



COUNTY OF SANTA CLARA CITY OF SAN JOSE



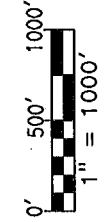
DD - 000044 - 02 - 01
82,416 sf Total
(Including 15,252 sf
Quitclaim)

STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DD-000044-02-01

DRAWN BY: JVB	DATE: 04/2016
CHECK BY: AZ	SCALE: 1"=1000'
COUNTY ROUTE	P.M. DR.NO.
SCL 101	35.4 1 OF 4

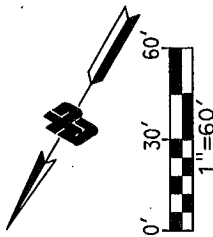
VICINITY MAP
Scale: 1" = 1000'



LEGEND
sf = SQUARE FEET

COUNTY OF SANTA CLARA CITY OF SAN JOSE

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000486 TO OBTAIN GROUND LEVEL DISTANCES.



SHORTRIDGE AVE.

3,165 sf
(Quitclaim area)
(061503-01-01)

31st St.
(Former Parkhurst Ave.)

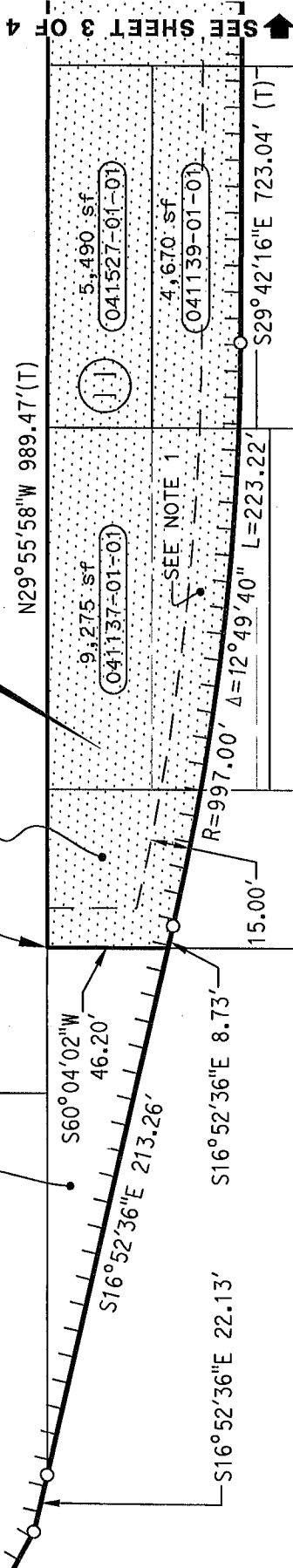
DD-000044-02-01
82,416 sf

9,275 sf
(041137-01-01)

5,490 sf
(041527-01-01)

4,670 sf
(041139-01-01)

P.O.B.
L910 O.R. 0371
10/30/1991



SHORTRIDGE AVE.

STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

DIRECTOR'S DEED
DD-000044-02-01

DRAWN BY:	JVB	DATE:	04/2016
CHECK BY:	AZ	SCALE:	1"=60'
COUNTY:	ROUTE	P.M.	DR.NO.
SCL	101	35.4	2 OF 4

LENDRUM TRACT AND
BRASSY-AHLERS TRACT
"B" MAPS 73

LEGEND

- = ACCESS PROHIBITED
- = POINT OF BEGINNING
- = OFFICIAL RECORD
- sf = SQUARE FEET

NOTE:
1.) 15.00' WIDE EASEMENT FOR MAINTENANCE AND FOOTING PURPOSES RESERVED BY THE STATE. (17,476 sf)

SEE SHEET 3 OF 4

R-40.10 & 11

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000486 TO OBTAIN GROUND LEVEL DISTANCES.

EAST SAN FERNANDO ST.

**COUNTY OF SANTA CLARA
CITY OF SAN JOSE**

WHITTON AVE.

4,469 sf
(Quitclaim area)
(061498-01-01)

2,676 sf
(041529-01-01)

4,471 sf
(Quitclaim area)
(061497-01-01)

5,490 sf
(041527-01-01)

5,351 sf
(041528-01-01)

4,670 sf
(041139-01-01)

4,662 sf
(041175-01-01)

4,733 sf
(041531-01-01)

SEE SHEET 2 OF 4

SEE SHEET 4 OF 4

31st St.
(Former Parkhurst Ave.)
N29°55'58"W 989.47'(T)

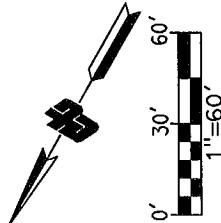
15.00'

SEE NOTE 1

S29°42'16"E 723.04'(T)

(Former Wright Ave.)

LENDRUM TRACT AND
BRASSY-AHLERS TRACT
"B" MAPS 73



LEGEND

- ||||| = ACCESS PROHIBITED
- P.O.B. = POINT OF BEGINNING
- O.R. = OFFICIAL RECORD
- sf = SQUARE FEET

DD-000044-02-01
82,416 sf

STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

**DIRECTOR'S DEED
DD-000044-02-01**

DRAWN BY:	JVB	DATE:	04/2016
CHECK BY:	AZ	SCALE:	1"=60'
COUNTY:	ROUTE 101	P.M.	DR.NO.
SCL	101	35.4	3 OF 4

NOTE:
1.) 15.00' WIDE EASEMENT FOR MAINTENANCE AND FOOTING PURPOSES RESERVED BY THE STATE. (17,476 sf)

R-40.10 & 11

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000486 TO OBTAIN GROUND LEVEL DISTANCES.

COUNTY OF SANTA CLARA CITY OF SAN JOSE

WHITTON AVE.

DD-000044-02-01

82,416 sf

31st St.
(Former Parkhurst Ave.)

N29°55'58"W 989.47'(T)
S60°04'47"W 18.97'
N60°04'47"E 18.96'

5,360 sf
(041532-01-01)

4,484 sf
(041146-01-01)

3,425 sf
(041534-01-01)

3,275 sf
(041535-01-01)

60.00'

N29°55'13"W

6,930 sf
(041129-02-01)

N29°55'58"W 108.56'

R=900.00'
Δ=3°32'53"
L=55.73'

SEE NOTE 1

S29°42'16"E 723.04'(T)

S34°34'24"E 67.22'

S34°34'27"E 143.32'

3,147 sf
(quitclaim area)
(063136-01-01)

44
1232 O.R. 205
11/16/1944

235 sf
(000044-02-01)

N55°25'33"E
4.24'

EAST SAN ANTONIO ST.

260 RDS 42

EAST SAN ANTONIO ST.
(FORMER LENDRUM AVE.)





(FORMER LENDRUM AVE.)

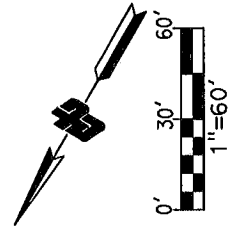
LENDRUM TRACT AND
BRASSY-AHLERS TRACT
"B" MAPS 73

NOTE:

1.) 15.00' WIDE EASEMENT FOR MAINTENANCE AND FOOTING PURPOSES RESERVED BY THE STATE. (17,476 sf)

LEGEND

-  = ACCESS PROHIBITED
-  P.O.B. = POINT OF BEGINNING
-  O.R. = OFFICIAL RECORD
-  sf = SQUARE FEET



STATE OF CALIFORNIA
CALIFORNIA STATE
TRANSPORTATION AGENCY
DISTRICT 4

**DIRECTOR'S DEED
DD-000044-02-01**

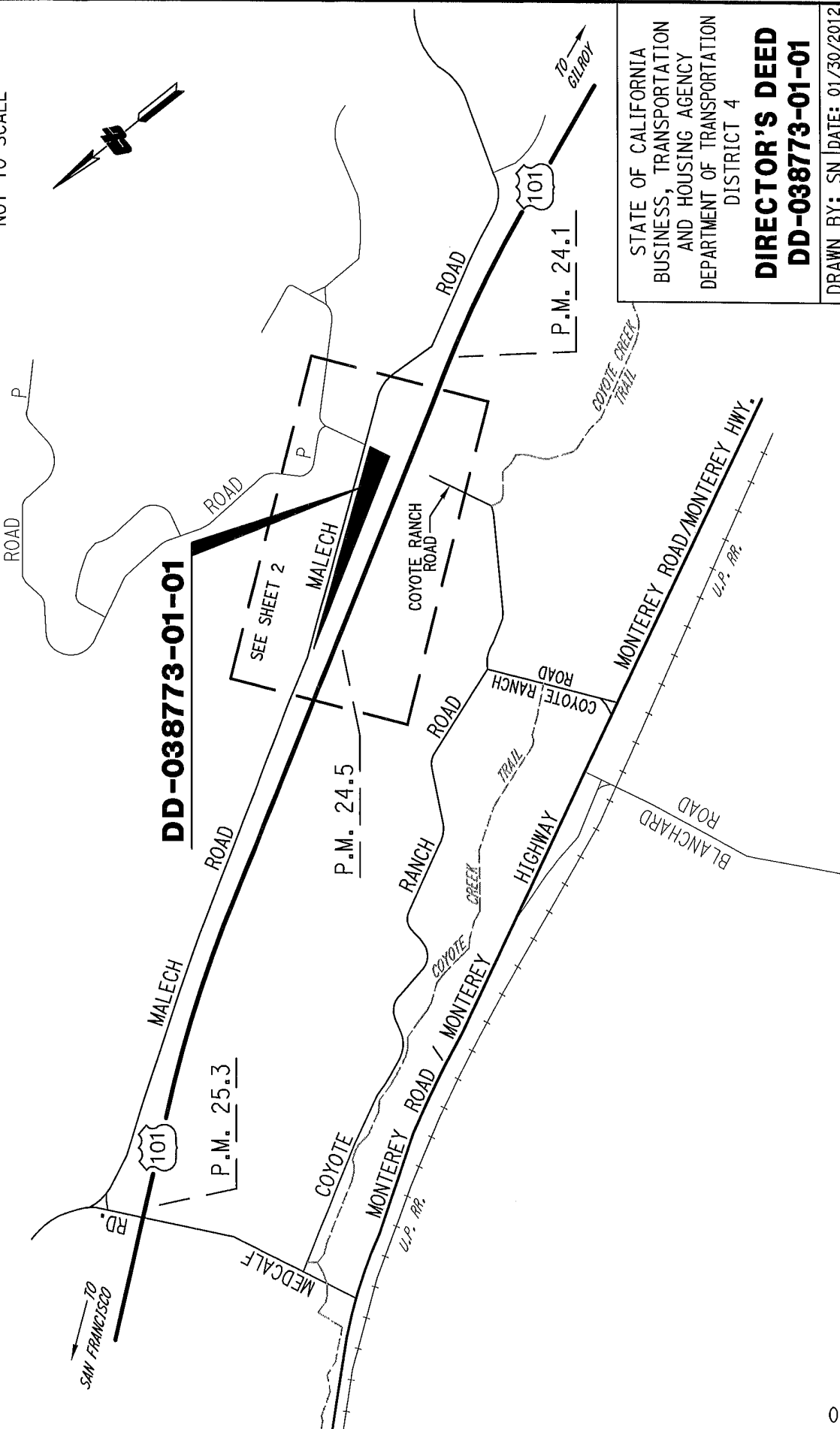
DRAWN BY:	JVB	DATE:	04/2016
CHECK BY:	AZ	SCALE:	1"=60'
COUNTY ROUTE	P.M.	DR.NO.	
SCL	101	35.4	4 OF 4

SEE SHEET 3 OF 4

R-40.10 & 11

COUNTY OF SANTA CLARA

VICINITY MAP
NOT TO SCALE



STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED			
DD-038773-01-01			
DRAWN BY:	SN	DATE:	01/30/2012
CHECK BY:	WN	SCALE:	N.T.S.
COUNTY	ROUTE	P.M.	DR.NO.
SCL	101	24.5	1 OF 2

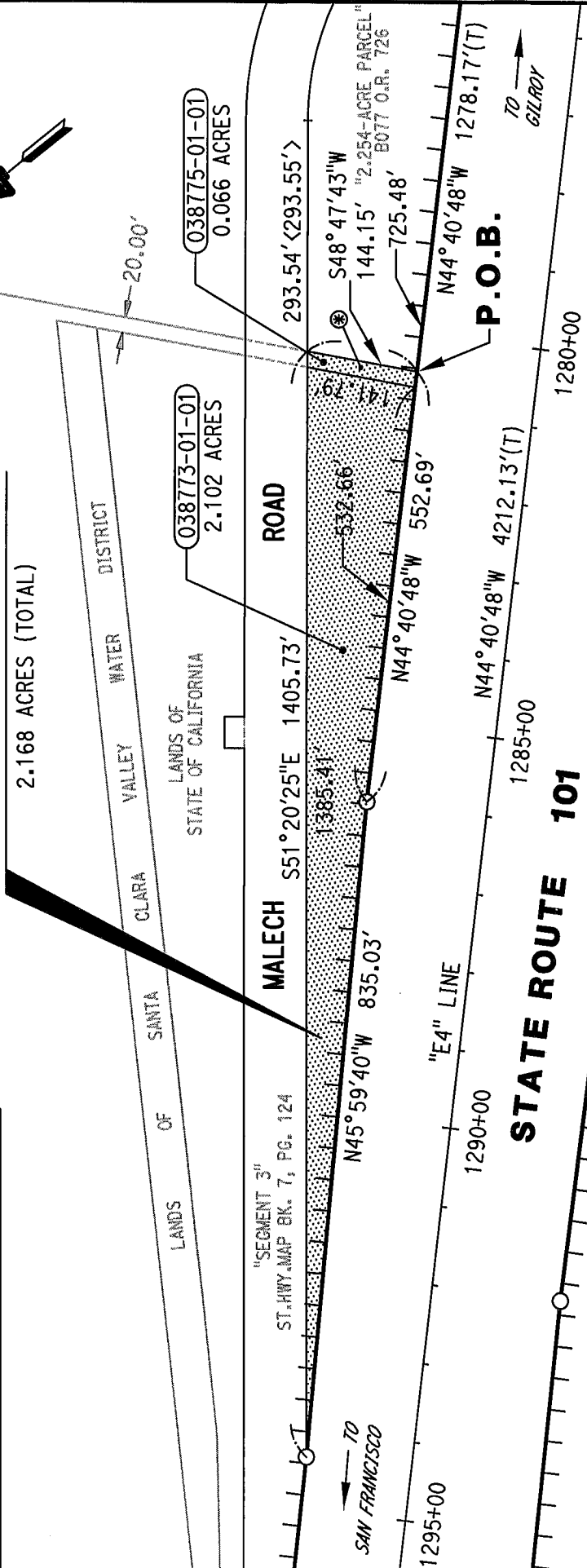
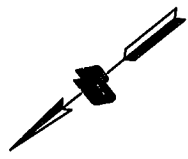
R-187.0

BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000411 TO OBTAIN GROUND LEVEL DISTANCES.

COUNTY OF SANTA CLARA

DD-038773-01-01

2.168 ACRES (TOTAL)



STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION
 AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 4

DIRECTOR'S DEED
DD-038773-01-01

DRAWN BY:	SN	DATE:	01/30/2012
CHECK BY:	WN	SCALE:	1"=200'
COUNTY	ROUTE	P.M.	DR.NO.
SCL	101	24.5	2 OF 2

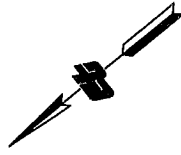
LEGEND

- PROPOSED CONVEYANCE - 2.168 ACRES.
- STATE RIGHT OF WAY LINE WITH ACCESS PROHIBITED.
- DIMENSION POINT ONLY.
- P.O.B. POINT OF BEGINNING.
- TOTAL.
- PER DEED RECORDED 9/10/1974, IN BK. B077, PG. 726.
- "PARCEL 3" OF DEED RECORDED 8/15/1972, IN VOL. 9972, PG. 553.



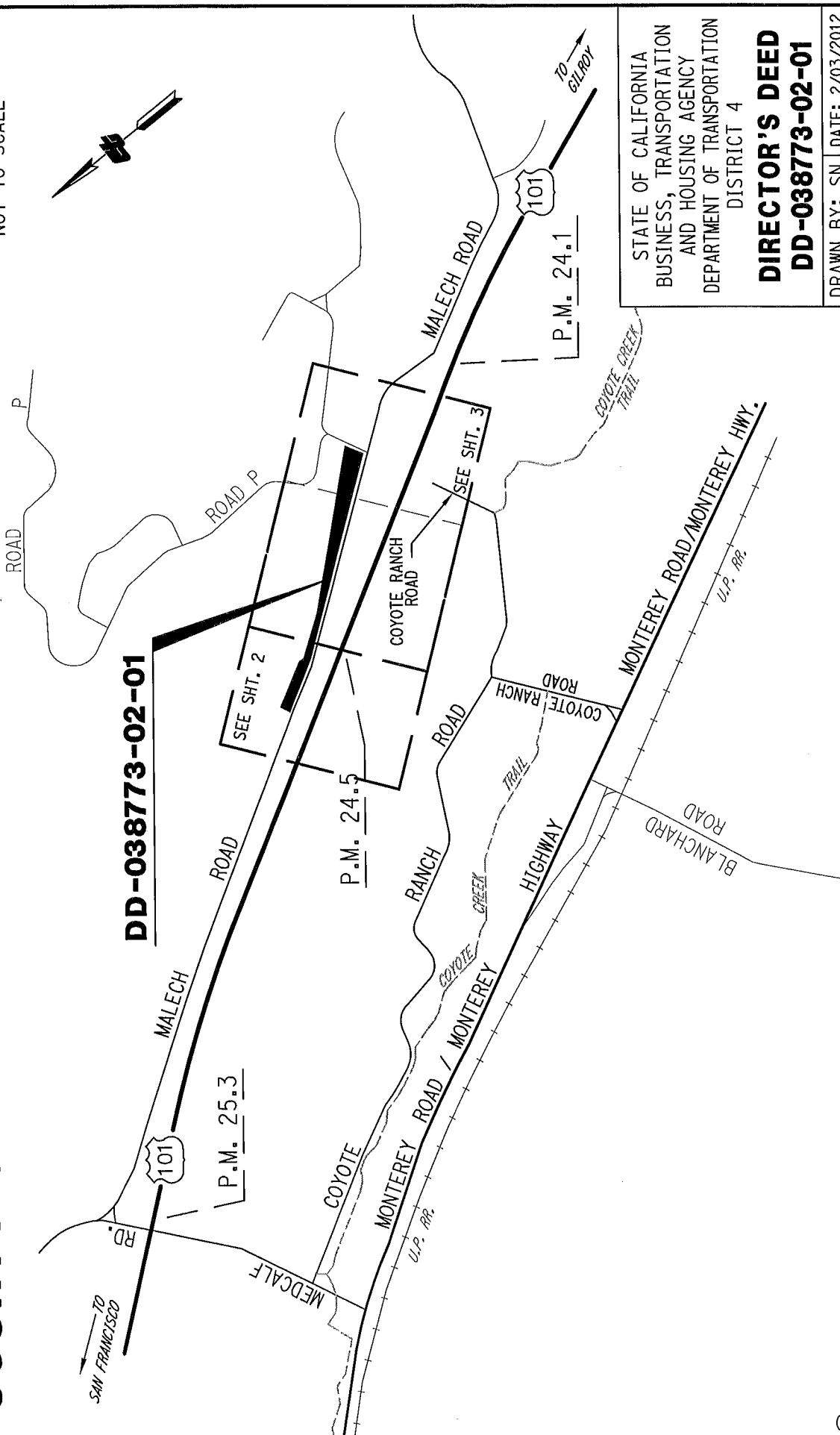
R-187.16

VICINITY MAP
NOT TO SCALE



COUNTY OF SANTA CLARA

DD-038773-02-01



STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED			
DD-038773-02-01			
DRAWN BY:	SN	DATE:	2/03/2012
CHECK BY:	WN	SCALE:	N.T.S.
COUNTY	ROUTE	P.M.	DR.NO.
SCL	101	24.5	1 OF 4

R-187.0

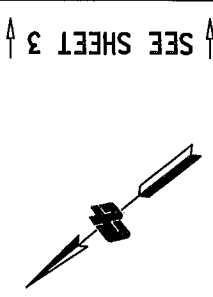
BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000411 TO OBTAIN GROUND LEVEL DISTANCES.

CARLEEN Y. GALETTI, ET AL.
DOCUMENT NO. 21106317

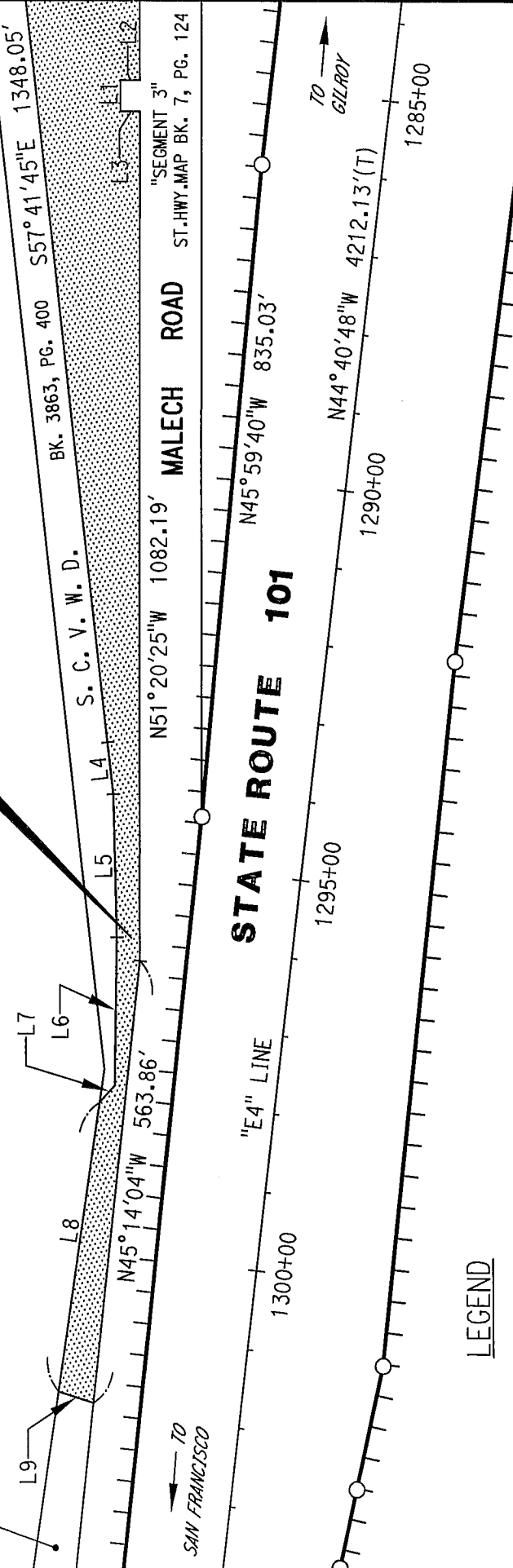
COUNTY OF SANTA CLARA

DD-038773-02-01

4.097 ACRES



SEE SHEET 3



- LEGEND**
- PROPOSED CONVEYANCE - 4.097 ACRES.
 - STATE RIGHT OF WAY LINE WITH ACCESS PROHIBITED.
 - DIMENSION POINT ONLY.
 - TOTAL.

NOTE

SEE LINE TABLE ON SHEET 4.

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-038773-02-01

DRAWN BY: SN	DATE: 2/03/2012
CHECK BY: WN	SCALE: 1"=200'
COUNTY ROUTE	P.M. DR.NO.
SCL 101	24.5 2 OF 4

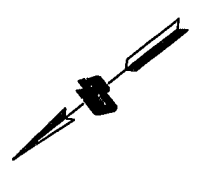


BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000411 TO OBTAIN GROUND LEVEL DISTANCES.

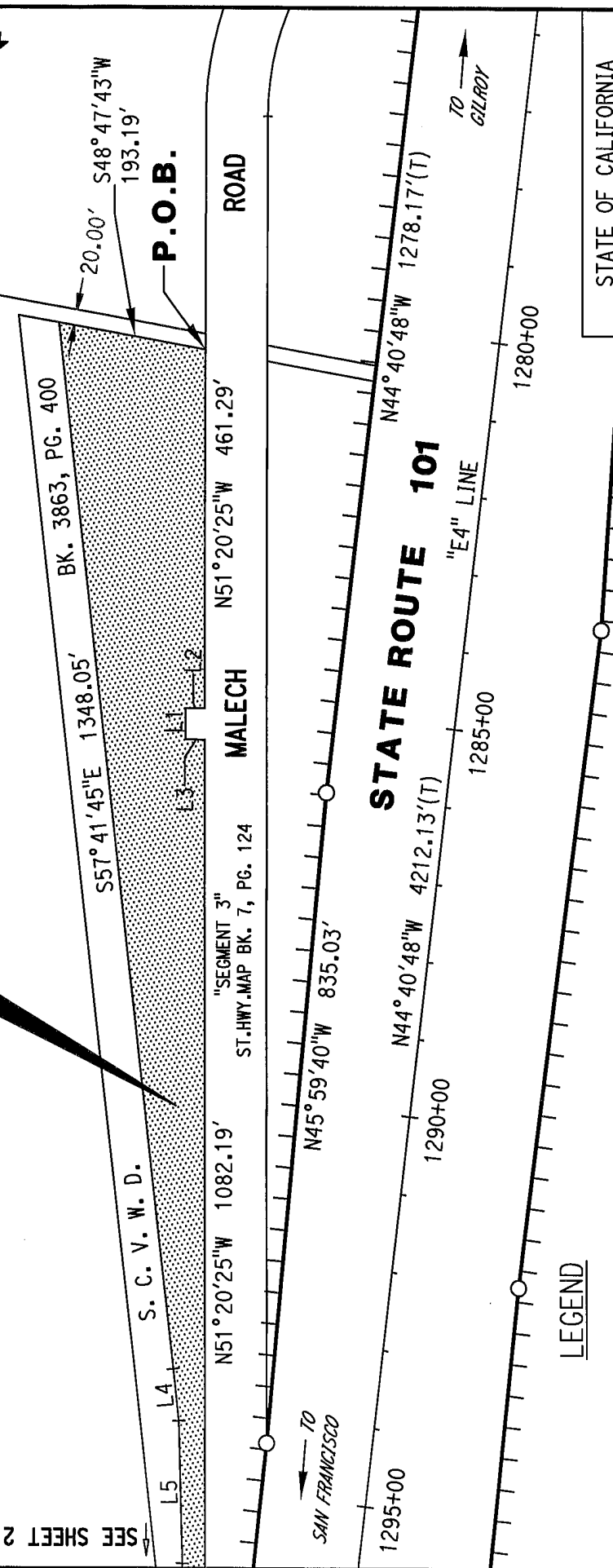
COUNTY OF SANTA CLARA

DD-038773-02-01





4.097 ACRES



SEE SHEET 2



LEGEND

-  PROPOSED CONVEYANCE - 4.097 ACRES.
-  STATE RIGHT OF WAY LINE WITH ACCESS PROHIBITED.
-  DIMENSION POINT ONLY.
-  P.O.B. (T)

NOTE

SEE LINE TABLE ON SHEET 4.

STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED DD-038773-02-01			
DRAWN BY: SN	DATE: 2/03/2012		
CHECK BY: WN	SCALE: 1"=200'		
COUNTY ROUTE	P.M.	DR.NO.	
SCL	101	24.5	3 OF 4



R-187.13

COUNTY OF SANTA CLARA

BEARINGS & DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000411 TO OBTAIN GROUND LEVEL DISTANCES.

LINE TABLE FOR SHEETS 2 AND 3.

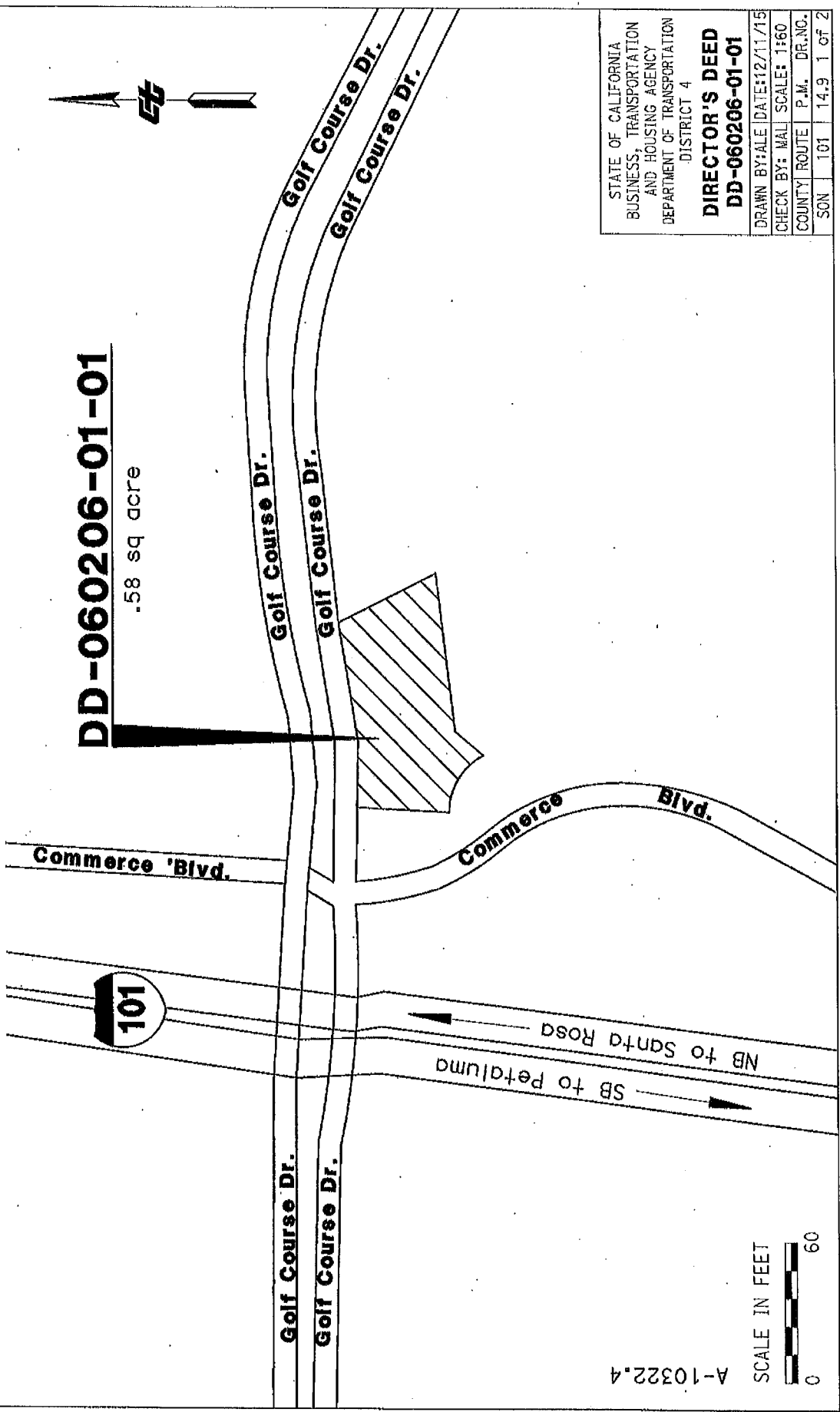
Line Table		
Line #	Direction	Length
L1	N51°20'25"W	40.00'
L2	N38°39'35"E	25.00'
L3	S38°39'35"W	25.00'
L4	S57°39'06"E	66.38'
L5	S52°42'07"E	181.76'
L6	S50°28'58"E	189.38'
L7	S8°38'06"E	28.48'
L8	S43°02'45"E	369.91'
L9	N56°24'45"E	47.11'

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-038773-02-01

DRAWN BY: SN	DATE: 2/03/2012
CHECK BY: WN	SCALE: NO SCALE
COUNTY ROUTE	P.M. DR.NO.
SCL 101	24.5 4 OF 4

COUNTY OF SONOMA CITY OF ROHNERT PARK



DD-060206-01-01

.58 sq acre

A-10322.4

SCALE IN FEET



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4
DIRECTOR'S DEED
DD-060206-01-01

DRAWN BY:ALE	DATE:12/11/15
CHECK BY: MAL	SCALE: 1:60
COUNTY ROUTE	P.M. DR.NO.
SON 101	14.9 1 of 2

COUNTY OF SONOMA CITY OF ROHNERT PARK

STATE ROUTE 101

COMMERCE BLVD.

GOLF COURSE DR.

N.W.P.R.R.

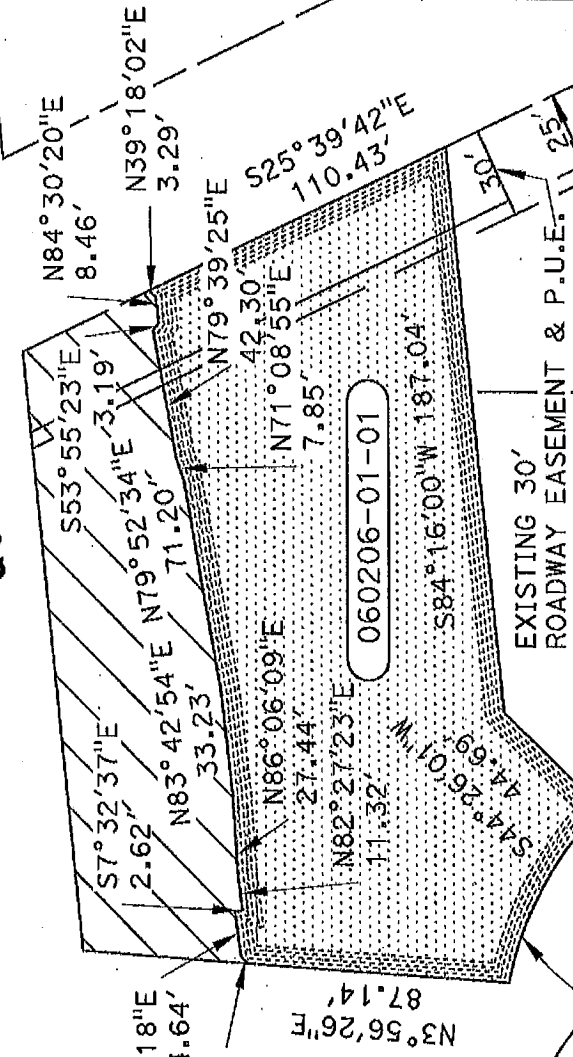
COMMERCE BLVD.

EXISTING 30'
ROADWAY EASEMENT & P.U.E.
2854 O.R. 264

EXISTING 25'
WATER LINE EASEMENT
1973 O.R. 718

060206-01-01

R=115.00'
Δ=32°59'35"
L=66.22'



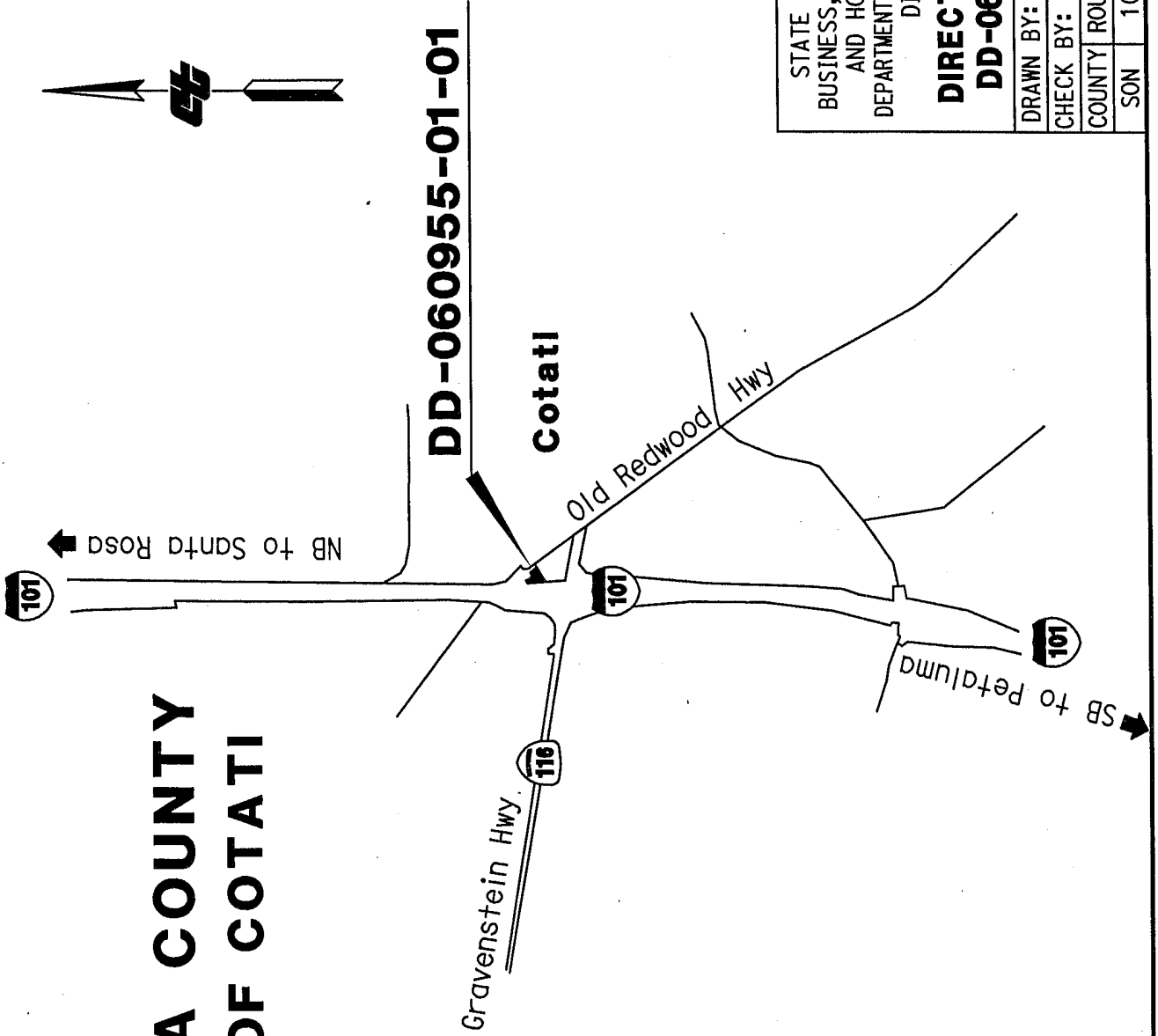
STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4	
DIRECTOR'S DEED	DD-060206-01-01
DRAWN BY: MALE	DATE: 12/11/15
CHECK BY: MAL	SCALE: 1:50
COUNTY ROUTE	P.M. DR.NO.
SON 101	14.9 2 OF 2

A-10322.4

SCALE IN FEET



SONOMA COUNTY CITY OF COTATI

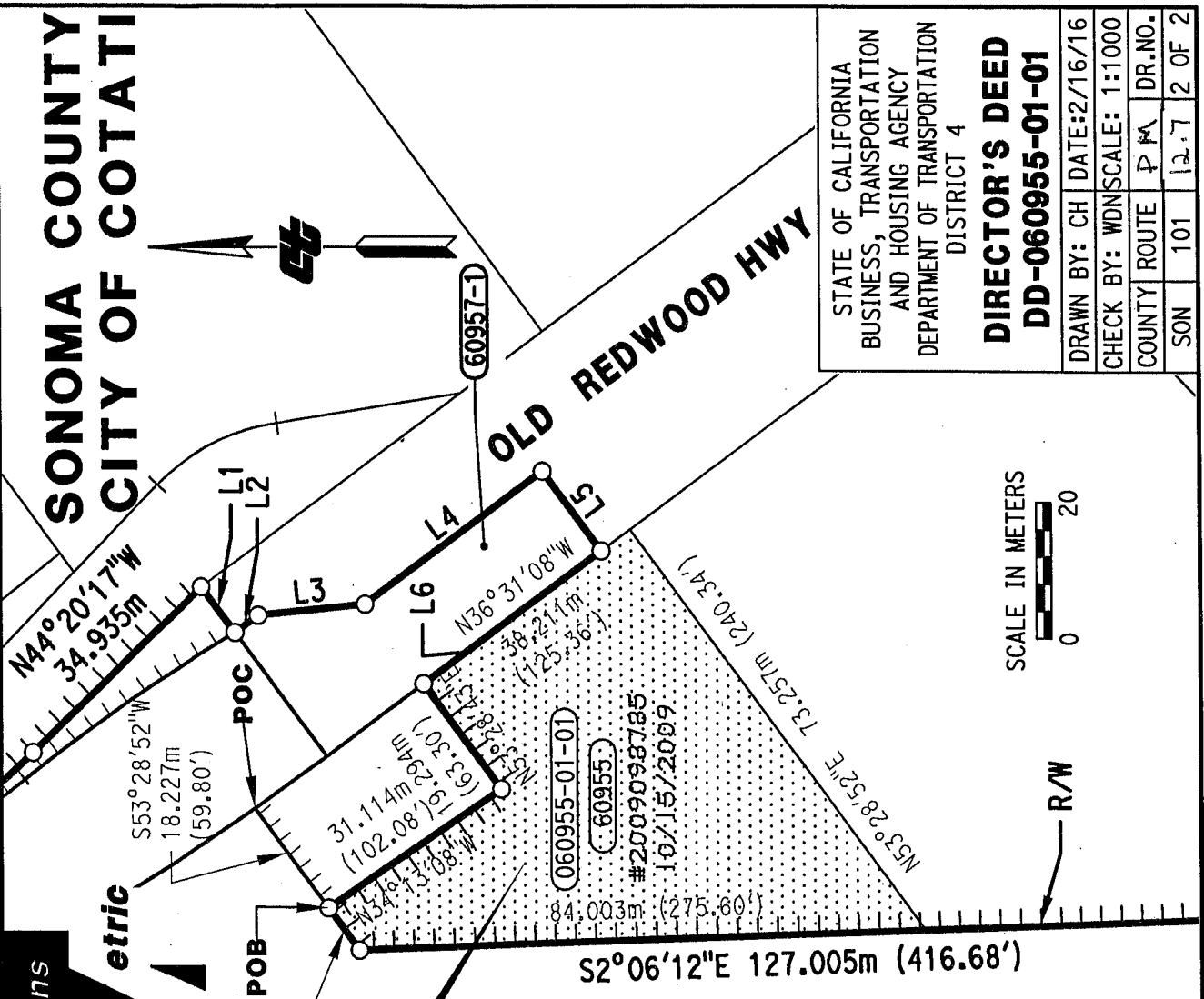


STATE OF CALIFORNIA BUSINESS, TRANSPORTATION AND HOUSING AGENCY DEPARTMENT OF TRANSPORTATION DISTRICT 4			
DIRECTOR'S DEED		DD-060955-01-01	
DRAWN BY: CH	DATE: 2/9/16	CHECK BY: WDN	NO SCALE
COUNTY ROUTE	φNA	DR.NO.	
SON 101	R-1	1	OF 2

COORDINATES, BEARINGS AND DISTANCES SHOWN ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983, ZONE 2, CA-HPGN, EPOCH 1991.35. DISTANCES ARE METRIC UNLESS OTHERWISE NOTED. MULTIPLY DISTANCES BY 1.0000033 TO OBTAIN GROUND LEVEL DISTANCES. TO CONVERT METERS TO U.S. SURVEY FEET, MULTIPLY DISTANCES BY 3937/1200.



SONOMA COUNTY
CITY OF COTATI



DD-060955-01-01

30,688 square feet (2,851 square meters)

Alignment Line Table		
Line #	Direction	Length
L1	S53° 28' 52"W	8.324m
L2	S36° 31' 08"E	4.235m
L3	S5° 47' 45"E	15.963m
L4	S36° 31' 08"E	32.867m
L5	S53° 28' 52"W	14.553m
L6	N36° 31' 08"W	32.866m

STATE HIGHWAY 101

LEGEND
 POC Point of Commencement
 POB Point of Beginning

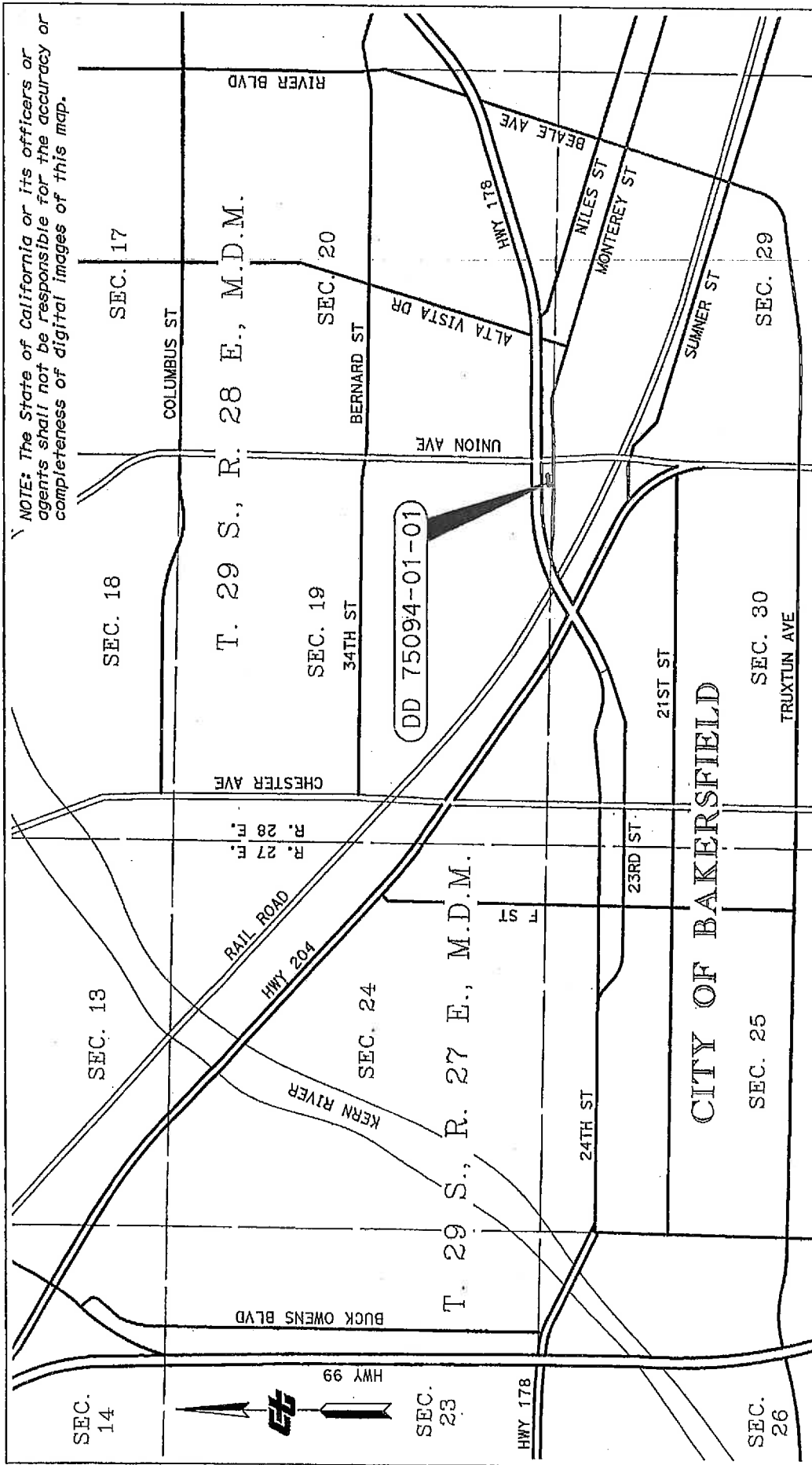


STATE OF CALIFORNIA
 BUSINESS, TRANSPORTATION
 AND HOUSING AGENCY
 DEPARTMENT OF TRANSPORTATION
 DISTRICT 4

DIRECTOR'S DEED
DD-060955-01-01

DRAWN BY: CH	DATE: 2/16/16
CHECK BY: WDN	SCALE: 1:1000
COUNTY ROUTE P.M.	DR.NO.
SON 101	12.7 2 OF 2

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



STATE OF CALIFORNIA
 CALIFORNIA STATE TRANSPORTATION AGENCY
 DEPARTMENT OF TRANSPORTATION
 RIGHT OF WAY
 DIRECTORS DEED
 AREA MAP FOR
 DD 75094-01-01
 SCALE: 1" = 2000'

LEGEND

NOTES
 All distances are in feet unless otherwise noted.

DRAFTED BY: TOM OVERSTREET
 DATE: 12/15/2015
 DISTRICT: 06
 COUNTY: KER
 ROUTE: 178

FEET	0	1000	2000	4000
SHEET NO.	R 2.34	1	1	2
TOTAL SHEETS				

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.

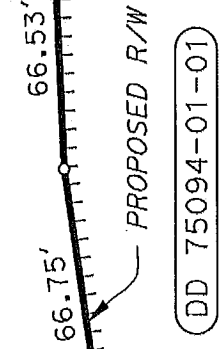
CITY OF BAKERSFIELD

T. 29 S., R. 28 E. M.D.M.

SECTION 19

STATE ROUTE 178

PARCEL OF LAND DESCRIBED AS AN EXCEPTION FROM PARCELS 1 AND 2 IN THE DEED TO THE STATE OF CALIFORNIA RECORDED 1/11/1965 IN BOOK 3802, PAGE 882, KCOR



EXISTING R/W 132.81'

SECTION LINE 227.75'

THE LAND DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED 1/23/1967 IN BOOK 4017, PAGE 24, KCOR

SE COR SEC 19

MONTEREY ST

UNION AVE

SECTION LINE



SECTION 30

LEGEND

- ||| ACCESS PROHIBITED
- CALTRANS PARCEL CONTAINING 0.19 AC

NOTES

All distances are in feet unless otherwise noted.

STATE OF CALIFORNIA
CALIFORNIA STATE TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTORS DEED
75094-01-01

SCALE: 1" = 50'

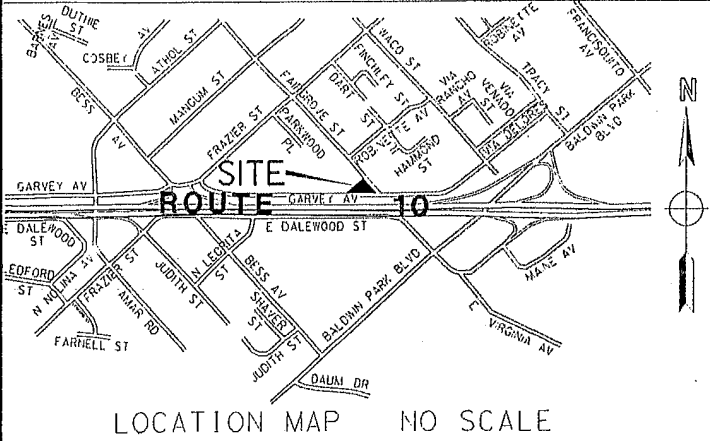
FEET 0 25 50 100

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET NO.	TOTAL SHEETS
TOM OVERSTREET	12/15/2015	06	KER	178	2	2

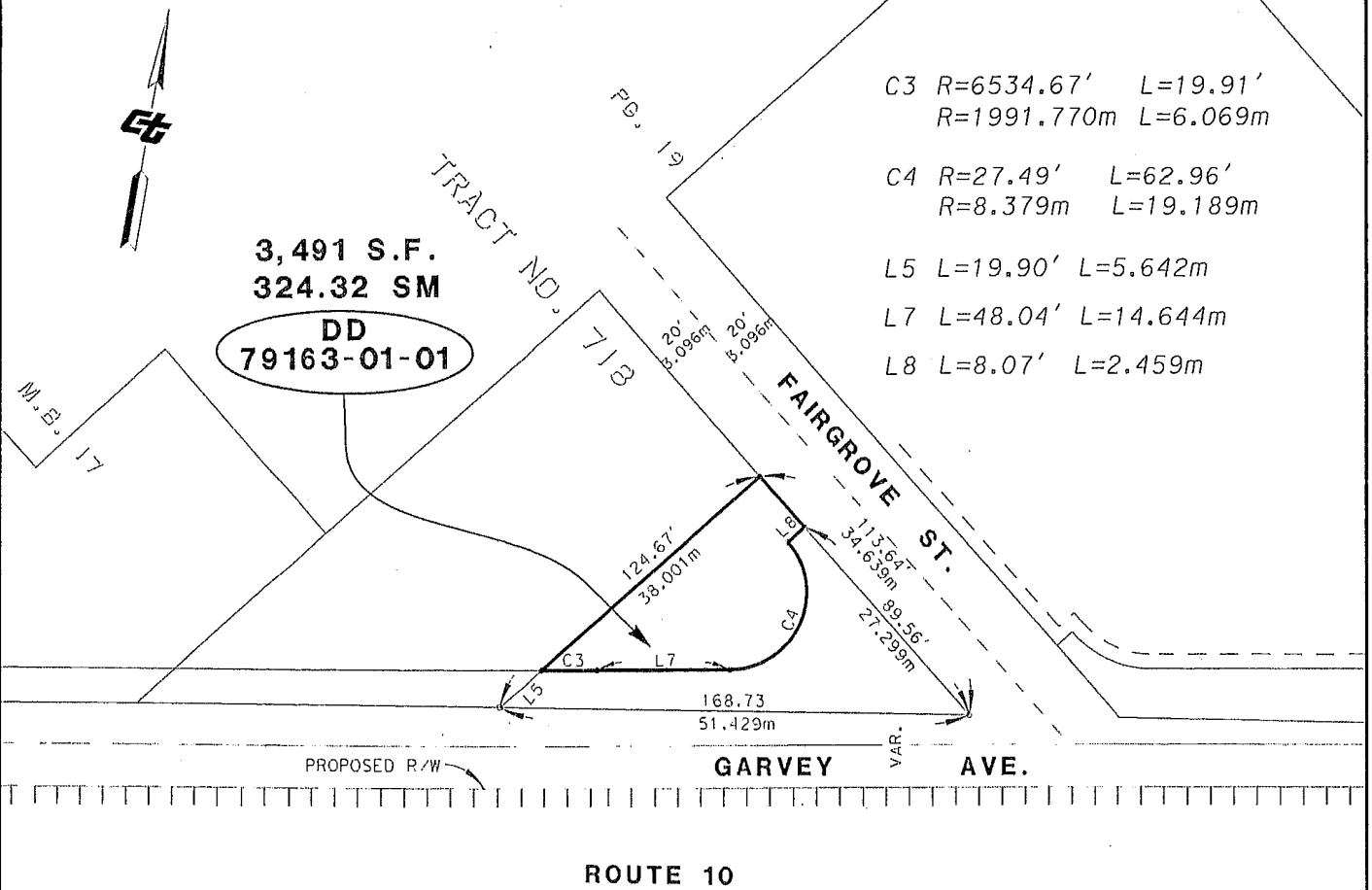
R 2-34

CITY OF BALDWIN PARK

DIST	COUNTY	ROUTE	PM / KP
07	LA	10	32.0/51.2



PARCEL NO.	CALCULATED AREA
DD 79163-01-01	3,491 SF 324.32 SM



STATE RETAINS ACCESS RIGHTS

CITY OF BALDWIN PARK

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DD 79163-01-01

REF. MAP: R/W MAP NO. F-1860-9A

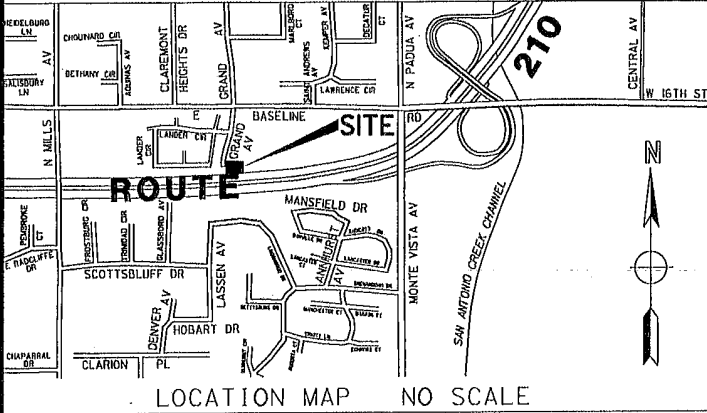
SCALE: NONE

DRWN: ST CHKD: FC

DATE: 02-19-2015

CITY OF CLAREMONT

DIST	COUNTY	ROUTE	POST MILE
07	LA	210	51.5



PARCEL NO. CALCULATED AREA
DD 40576-01-01 3,373 SF

RESERVED EASEMENT CALCULATED AREA
40576-2 1,006 SF

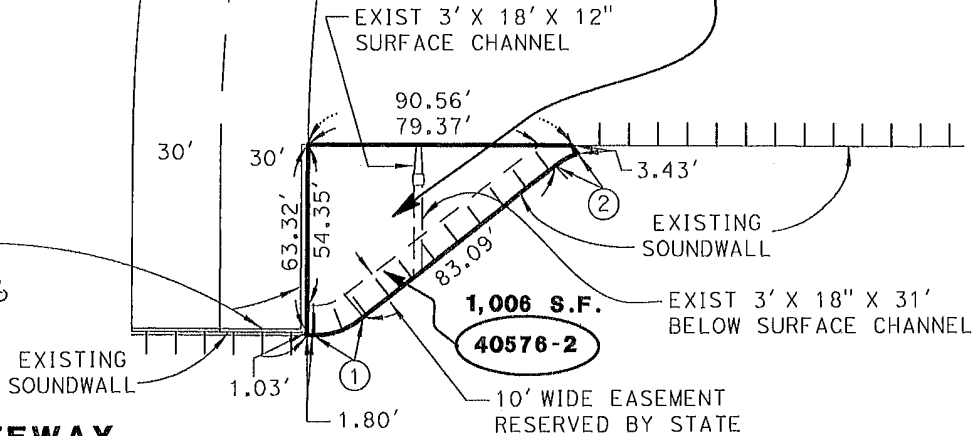


GRAND AVE.

3,373 S.F.
DD
40576-01-01

- ① R=25.40' L=18.95'
- ② R=26.86' L=8.91'

LOT "B" 1.00 FOOT
 WIDE BARRIER STRIP
 TRACT NO. 43856
 BOOK 1070 PG. 4-9



1,006 S.F.
40576-2

RTE 210 FREEWAY

STATE RETAINS ACCESS RIGHTS

CITY OF CLAREMONT

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DD 40576-01-01

SCALE: NONE

DRWN: ST CHKD: FC

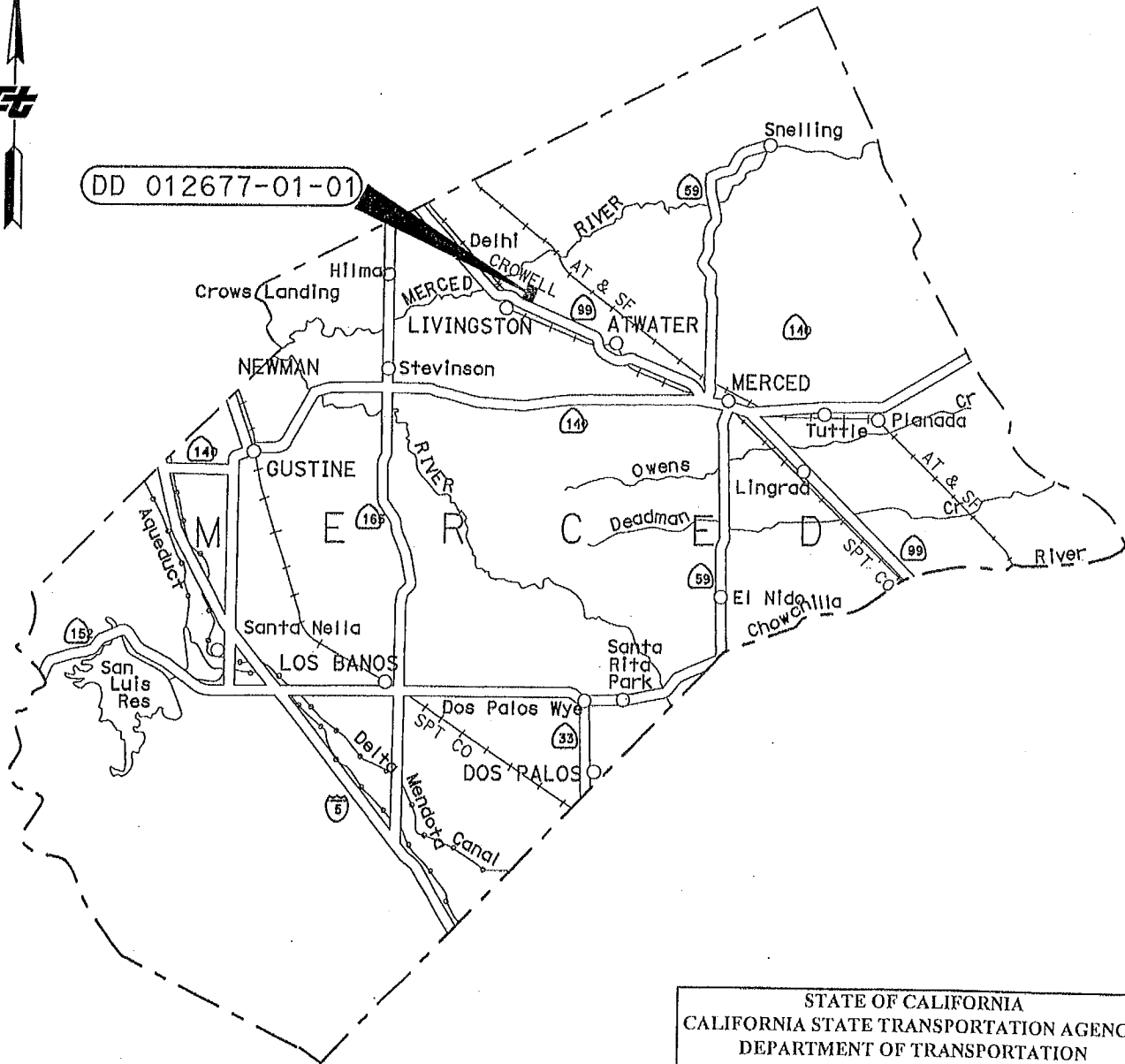
DATE: 10-13-2015

REF. MAP: R/W MAP NO. F1240-1

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DD 012677-01-01



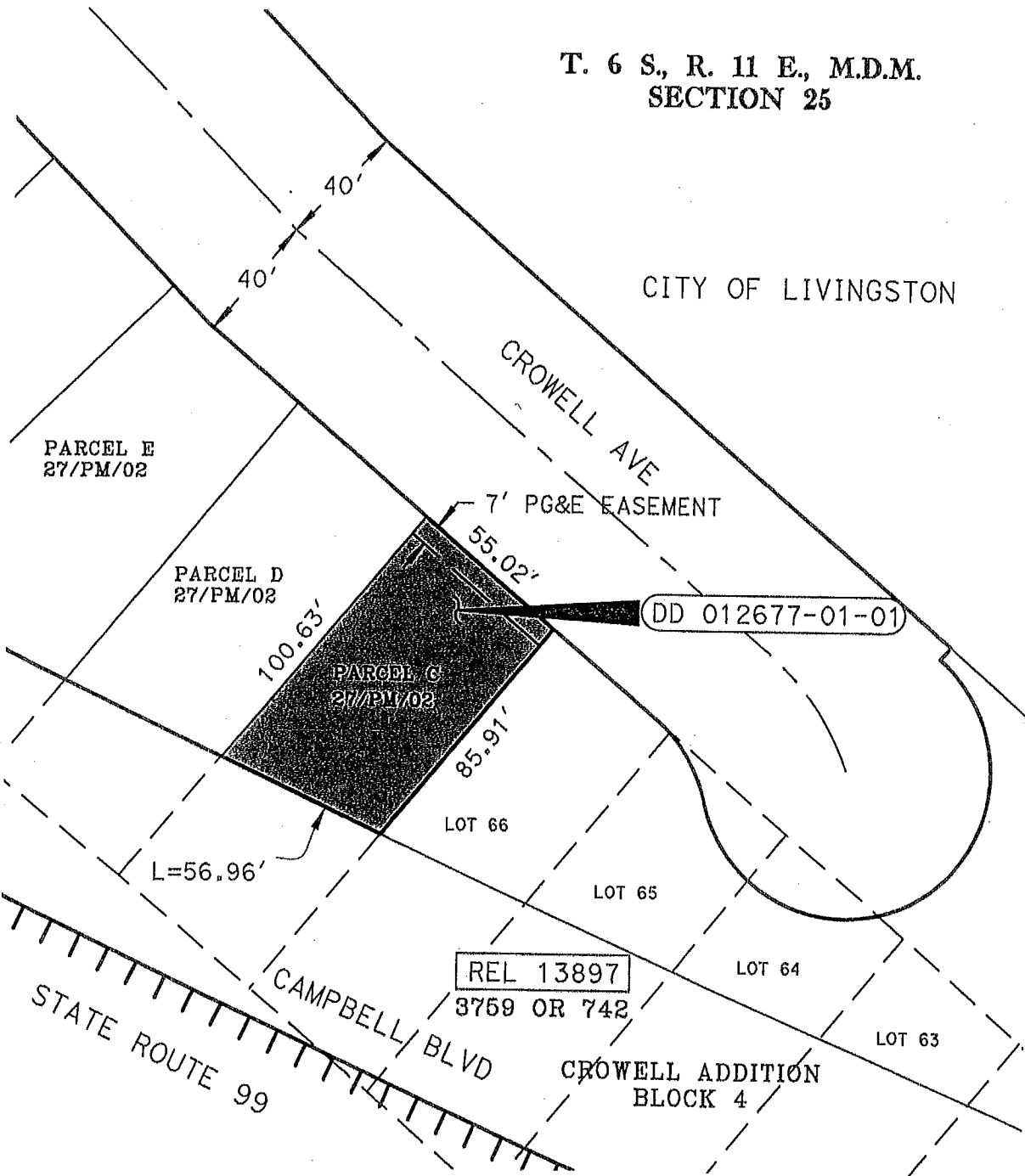
STATE OF CALIFORNIA
 CALIFORNIA STATE TRANSPORTATION AGENCY
 DEPARTMENT OF TRANSPORTATION
RIGHT OF WAY
DIRECTORS DEED
 DD 0012677-01-01
 AREA MAP
NOT TO SCALE

DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE	SHEET PM	SHEET NO.	TOTAL SHEETS
Ladd Neu, PLS	10/30/2015	10	MER	99	29.3	1	2

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

T. 6 S., R. 11 E., M.D.M.
SECTION 25

CITY OF LIVINGSTON



NOTES		LEGEND			STATE OF CALIFORNIA CALIFORNIA STATE TRANSPORTATION AGENCY DEPARTMENT OF TRANSPORTATION RIGHT OF WAY DIRECTORS DEED DD 0012677-01-01		
Coordinates and bearings are on CCS 1983 Zone 3. Distances and stationing are grid distances. Divide by 0.999945 to obtain ground distances. All distances are in feet unless otherwise noted.		PM	PARCEL MAP	SCALE: 1" = 50' FEET 0 25 50 100 SHEET PM 29.3 SHEET NO. 2 TOTAL SHEETS 2			
		OR	OFFICIAL RECORD				
			CALTRANS PARCEL 5,136 SQUARE FEET				
DRAFTED BY	DATE	DISTRICT	COUNTY	ROUTE			
Ladd Neu, PLS	10/30/2015	10	STA	99			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.5c.(7a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR MULTI-FUNDED BORDER
INFRASTRUCTURE PROGRAM/STATE TRANSPORTATION IMPROVEMENT PROGRAM
PROJECT ON THE STATE HIGHWAY SYSTEM
RESOLUTION FP-15-59, AMENDING RESOLUTION FP-13-53**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution FP-13-53 to de-allocate \$869,000 in Border Infrastructure Program (BIP) funds from the Route 98 Widening (West of Route 111) Phase 1 project (PPNO 0549A) in Imperial County.

BACKGROUND:

At its May 2014 meeting, the Commission approved Resolution FP-13-53, allocating \$1,804,000 in BIP funds to Right of Way (R/W) for the Route 98 Widening (West of Route 111) Phase 1 project in Imperial County. The R/W phase was completed in February 2016 with savings of \$869,000 due to a reduction in acquisition and utility relocation costs.

There is a related item on this month's Commission agenda under Resolution FP-15-60 to re-allocate the \$869,000 to the construction component for this project.

The necessary changes are reflected in strikethrough and bold on the revised attachment.

RESOLUTION:

Be it Resolved, that \$1,804,000 in Border Infrastructure Program funds (2660-301-0890) originally allocated under Resolution FP-13-53 for the Route 98 Widening (West of Route 111) Phase 1 project in Imperial County is amended by \$869,000, reducing the original R/W allocation amount to \$935,000 in accordance with the revised attachment.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient RTPA/CTC County	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.(7a)			Allocation Amendment - State Administered Projects on the State Highway System Border Infrastructure Program (BIP) - Federal Transportation Funds		Resolution FP-15-59 Amending Resolution FP-13-53	
1	\$1,804,000 \$935,000	Department of Transportation <u>ICTC</u> Imperial 11-Imp-98 31.6/32.1	Route 98 Widening (West of Route 111) Phase 1. In Calexico, on Route 98 from VV Williams Avenue to Ollie Avenue. Widen Highway from 2 to 4 lanes and add drainage detention basin and lane taper between Eady Avenue and VV Williams Avenue. (Future Consideration of Funding approved under Resolution E-14-19; May 2014.) (Concurrent item under Resolution FP-15-60 to transfer the deallocate R/W amount of \$869,000 to the construction component; June 2016.) <u>Outcome/Output:</u> Widening to improve traffic operations, provide congestion relief, enhance bicycle safety and pedestrian access. <u>Amend Resolution FP-13-53 to deallocate \$869,000 in previously allocated BIP funds from R/W Capital to CONST.</u>	11-0549A BIP/13-14 R/W \$1,804,000 \$935,000 1100020357 9 08023	2012-13 301-0890 FTF 20.20.400.300	\$1,804,000 \$935,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.5g.(2a) – 2.5g.(2l)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **FINANCIAL ALLOCATION AMENDMENTS FOR PROPOSITION 1B STATE
ADMINISTERED STATE ROUTE 99 CORRIDOR BOND PROGRAM PROJECT
ON THE STATE HIGHWAY SYSTEM IN SAN JOAQUIN VALLEY**

RECOMMENDATION:

The California Department of Transportation recommends that the California Transportation Commission (Commission) approve adjustments for 12 projects programmed in the Proposition 1B State Route (SR) 99 program, resulting in savings of almost \$11 million dollars.

ISSUE:

The Department recently completed a programmatic review that analyzed and updated all project costs, and expenditures, for all State Route 99 bond funded projects within the San Joaquin Valley portion of the corridor. The results were tallied for the corridor as a whole. It was found that the majority of the projects within the San Joaquin Valley portion continue to realize construction capital savings. Instances of increases are generally due to unanticipated costs associated with right of way utilities and acquisition, increased oversight to manage within program guidelines and in some cases addressing potential claims to stay within capital budget.

Therefore, the Department is proposing a variety of project funding changes as summarized in the tables and detailed by strikethrough and bold in accordance with the attached revised vote boxes to align with the updated analysis. The tables below summarizes the projects in the program with changes which include de-allocations, adjustments within a project and adjustments within the program savings reserve with an additional savings of almost \$11 million dollars.

The following tables provide the detail for the action to each project and are as follows:

Due to cost savings, the following four projects will be de-allocating SR 99 funding:

<u>Ref #</u>	<u>Project</u>	<u>County</u>	<u>PPNO</u>	<u>Resolution</u>	<u>Amending Resolution</u>	<u>Current Project Allotment</u>	<u>Cost Adjustments:</u>	<u>Revised Allocation Amount:</u>
2.5g.(2a)	North Fresno 6-Lane	Fresno	6274A	R99-AA-1516-02	R99-AA-1213-20	\$23,212,000	(\$899,000)	\$22,313,000
2.5g.(2b)	South Bakersfield 8-Lane Widening	Kern	6268	R99-AA-1516-03	R99-AA-1213-10	\$26,622,000	(\$2,022,000)	\$24,600,000
2.5g.(2c)	North Bakersfield Widening	Kern	6267	R99-AA-1516-04	R99-AA-1213-18	\$11,428,000	(\$1,235,000)	\$10,193,000
2.5g.(2d)	Arboleda Road Freeway	Merced	5414	R99-AA-1516-05	R99-AA-1112-006	\$91,319,000	(\$11,894,000)	\$79,425,000
Subtotal:						\$152,581,000	(\$16,050,000)	\$136,531,000

The following five projects will be de-allocating SR 99 funding from one phase and/or adding saving to another:

<u>Ref #</u>	<u>Project</u>	<u>County</u>	<u>PPNO</u>	<u>Resolution</u>	<u>Amending Resolution</u>	<u>Current Project Allotment</u>	<u>Cost Adjustments:</u>	<u>Revised Allocation Amount:</u>	<u>Phases affected:</u>
2.5g.(2e)	Island Park 6-Lane	Fresno	6274	R99-AA-1516-06	R99-AA-1213-07	\$2,700,000 \$3,400,000 \$500,000 \$7,500,000 \$6,500,000 \$47,613,000 \$68,213,000	\$133,000 \$873,000 \$275,000 \$1,000,000 (\$1,400,000) (\$3,613,000) (\$2,732,000)	\$2,833,000 \$4,273,000 \$775,000 \$8,500,000 \$5,100,000 \$44,000,000 \$65,481,000	PA&ED PS&E RW ENG CON ENG RW CON
2.5g.(2f)	SR 99 (South Stockton Widening)	San Joaquin	7668	R99-AA-1516-07	R99-AA-1213-11	\$31,411,000 \$15,500,000 \$46,911,000	(\$4,500,000) \$4,500,000 \$0	\$26,911,000 \$20,000,000 \$46,911,000	RW CON ENG
2.5g.(2g)	State Route 99 Widening in Manteca and San Joaquin – Phase 1	San Joaquin	7634A	R99-AA-1516-08	R99-AA-1112-005	\$5,000,000 \$31,644,000 \$36,644,000	\$250,000 (\$1,000,000) (\$750,000)	\$5,250,000 \$30,644,000 \$35,894,000	CON ENG CON
2.5g.(2h)	State Route 99 Widening in Manteca and San Joaquin – Phase 2	San Joaquin	7634B	R99-AA-1516-09	R99-AA-1213-02	\$800,000 \$1,410,000 \$7,000,000 \$31,543,000 \$40,753,000	(\$400,000) \$80,000 (\$250,000) (\$2,000,000) (\$2,570,000)	\$400,000 \$1,490,000 \$6,750,000 \$29,543,000 \$38,183,000	RW ENG RW CON ENG CON
2.5g.(2i)	Freeway Upgrade & Plainsburg Road I/C	Merced	5401	R99-AA-1516-11	R99-AA-1213-19	\$8,300,000 \$53,098,000 \$61,398,000	\$1,700,000 (\$1,700,000) \$0	\$10,000,000 \$51,398,000 \$61,398,000	CON ENG CON
Subtotal:						\$253,919,000	(\$6,052,000)	\$247,867,000	

The following three projects will have SR 99 savings added to the project:

<u>Ref #</u>	<u>Project</u>	<u>County</u>	<u>PPNO</u>	<u>Resolution</u>	<u>Amending Resolution</u>	<u>Current Project Allotment</u>	<u>Cost Adjustments:</u>	<u>Revised Allocation Amount:</u>	<u>Phases affected:</u>
2.5g.(2j)	Tulare to Goshen 6-Lane – North Segment	Tulare	6400A	R99-AA-1516-10	R99-AA-1213-12	\$6,600,000 \$38,727,000 \$45,327,000	\$1,600,000 (\$727,000) \$873,000	\$8,200,000 \$38,000,000 \$46,200,000	CON ENG CON
2.5g.(2k)	Goshen to Kingsburg 6-Lane	Tulare Fresno	6480	R99-AA-1516-12	R99-AA-1011-009	\$2,904,000 \$13,000,000 \$15,904,000	(\$360,000) \$1,450,000 \$1,090,000	\$2,544,000 \$14,450,000 \$16,994,000	RW CON ENG
2.5g.(2l)	Avenue 12 Interchange	Madera	5346	R99-AA-1516-13	R99-AA-1112-011	\$0 \$6,800,000 \$43,002,000 \$49,802,000	\$9,000,000 \$1,000,000 (\$600,000) \$9,400,000	\$9,000,000 \$7,800,000 \$42,402,000 \$59,202,000	RW CON ENG CON
Subtotal:						\$111,033,000	\$11,363,000	\$122,396,000	
Grand Total:						\$517,533,000	(\$10,739,000)	\$506,794,000	

RESOLUTION:

Be it Resolved, that the Proposition 1B State Route 99 funds currently allocated for each project listed is hereby amended, in accordance with the attached revised vote boxes.

Attachments

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Item # Fund Type	Amount by Fund Type
2.5g.(2c) Allocation Amendment - Proposition 1B – State Administered Route 99 Projects on the State Highway System		Resolution R99-AA-1516-04, Amending Resolution R99-AA-1213-18		
1 \$11,428,000 \$10,193,000	North Bakersfield Widening. In Bakersfield, from Route 204 to Beardsley Canal Bridge. Widen from 6 lanes to 8 lanes.	06-6267 SR-99/12-13 PA&ED	004-6072 SR99	\$2,900,000 \$2,690,000
Department of Transportation KCOG Kern 06-Ker-99 27.0/R28.4	Final Project Development: (RIP) Support Estimate: \$1,213,000 Programmed Amount: <u>\$1,200,000</u> Adjustment: \$ 0 (<20%) Final Right of Way: N/A (Future Consideration of Funding - Resolution E-04-16; October 2011.) (SR 99 Program Amendment / Baseline Agreement under Resolution R99-P-1213-02 and Resolution R99-P-1213-03; October 2012.) <u>Outcome/Output:</u> Daily Travel Time Savings: 1,510 hours. <u>Amend Resolution R99-A-1213-18 to de-allocate \$1,235,000 SR99 to reflect program savings and adjustments.</u>	\$515,000 \$534,000 PS&E \$685,000 \$656,000 R/W ENG \$0 R/W \$0 \$3,000 CON ENG \$1,700,000 \$1,500,000 CONST \$8,528,000 \$7,500,000 0600020166 4 0G8404	2011-12 304-6072 SR-99 20.20.722.000	\$8,528,000 \$7,503,000

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Item # Fund Type	Amount by Fund Type
2.5g.(2d) Allocation Amendment - Proposition 1B – State Administered Route 99 Projects on the State Highway System		Resolution R99-AA-1516-05, Amending Resolution R99-AA-1112-006		
1 \$91,349,000 \$79,425,000	Arboleda Road Freeway. Near Merced, on Route 99 from Buchanan Hollow Road to Miles Creek overflow. Convert to 6-lane freeway and construct interchange at Arboleda Road. (TCRP #104)	10-5414 SR 99/11-12 PS&E	004-6072 SR99	\$12,959,000 \$10,865,000
Department of Transportation MCAG Merced 10N-Mer-99 4.6/10.5	Final Project Development Adjustment: Support Estimate: \$4,659,000 Programmed Amount: <u>\$5,617,000</u> Adjustment: \$ 0 (< 20%) Final Right of Way Share Adjustment: Right of Way Estimate: \$26,720,000 Programmed Amount: <u>\$25,870,000</u> Adjustment: \$ 0 (< 20%) (Route 99 program amendment under Resolution R99-PA-1112-017; December 2011.) (Future Consideration of Funding – Resolution E-07-04, March 2007.) <u>Outcome/Output:</u> Daily travel time savings of 87 hours. Peak period time savings of 6,951 minutes. <u>Amend Resolution R99-AA-1112-006 to de-allocate \$11,894,000 SR 99 Corridor Bond Program to reflect program savings and adjustments.</u>	\$959,000 CONST ENG \$12,000,000 \$9,906,000 CONST \$78,360,000 \$68,560,000 1000000430 4 415704	2011-12 304-6072 SR99 20.20.722.000	\$78,360,000 \$68,560,000

2.5 Highway Financial Matters

De-allocation of SR 99 funding and/or increase to another phase of the project:

Project #	Allocation Amount	PPNO	Program/Year	Budget Year	Amount by
Recipient	RTPA/CTC	Phase	Prgm'd Amount	Item #	Fund Type
County	Project Title	Project ID	Fund Type	Program Code	Fund Type
Dist-Co-Rte	Location	Adv Phase	EA	Program Code	Fund Type
Postmile	Project Description	EA	EA	Program Code	Fund Type
2.5g.(2e) Allocation Amendment - Proposition 1B –State Administered Route 99 Project on the State Highway System		Resolution R99-AA-1516-06, Amending Resolution R99-AA-1213-07			
1		06-6274	004-6072		\$14,100,000
\$68,213,000	Island Park 6-Lane. In and near the city of Fresno, from Ashlar Avenue to 0.6 mile north of Avenue 7. Widen 4-lane freeway to 6-lane freeway.	SR-99/11-12	SR-99		\$16,381,000
\$65,481,000		PA&ED		2011-12	
Department of Transportation	(CEQA – ND, 04/27/2010.)	\$2,700,000		304-6072	\$54,113,000
COFCG	(NEPA – FONSI, 05/28/2010.)	PS&E	SR-99		\$49,100,000
Fresno, Madera	(Future Consideration of Funding – Resolution E-10-69, August 2010.)	\$3,400,000	20.20.722.000		
06N-Fre, Mad-99		\$4,273,000			
26.7/31.6, 0.0/1.6		R/W ENG			
	<u>Outcome/Output:</u> This project proposes to construct 5.8 new lane miles. This improvement will save 1,795 daily vehicle hour of delay.	\$500,000			
		\$775,000			
	<u>Amend Resolution R99-AA-1213-07 to de-allocate \$5,013,000 in SR 99 Capital to reflect program savings and increase Support by \$2,231,000. These changes are a net overall decrease of \$2,732,000 to the project.</u>	CON ENG			
		\$7,500,000			
		\$8,500,000			
		R/W			
		\$6,500,000			
		\$5,100,000			
		CONST			
		\$47,613,000			
		\$44,000,000			
		0600000972			
		4			
		442624			

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Item # Fund Type	Amount by Fund Type
2.5g.(2f) Allocation Amendment - Proposition 1B –State Administered Multi-Funded SR99/SLPP Project on the State Highway System		Resolution R99-AA-1516-07, Amending Resolution R99-AA-1213-11		
1 \$132,256,000	SR 99 (South Stockton) Widening. Near Stockton, from 0.3 mile north of Arch Road to 0.1 mile south of Route 4 West. Widen from 4 to 6 lanes and improve and reconstruct various interchanges.	10-7668 SR-99/11-12 R/W ENG	004-6072 SR99	\$21,389,000 \$25,889,000
Department of Transportation SJCOG San Joaquin 10-SJ-99 15.0/18.6	Final Project Development - RIP: Support Estimate: \$16,472,000 Programmed Amount: <u>\$12,472,000</u> Adjustment: \$4,000,000 (Debit)	\$31,411,000 \$26,911,000 CON ENG \$15,500,000 \$20,000,000	2011-12 304-6072 SR-99 20.20.722.000	\$110,867,000 \$106,367,000
	Final Project Development - IIP: Support Estimate: \$1,529,000 Programmed Amount: <u>\$1,558,000</u> Adjustment: \$ 0 (< 20%)	CONST \$79,456,000 1000000409 4 3A1004		
	Final Right of Way - RIP: Support Estimate: \$ 519,000 Programmed Amount: <u>\$ 551,000</u> Adjustment: \$ 0 (< 20%)			
	(Future Consideration of Funding under Resolution E-09-19; March 2009.)			
	(Concurrent SR 99 baseline amendment under Resolution R99-PA-1213-11; January 2013.)			
	(Contributions from other sources: \$28,922,000.)			
	<u>Outcome/Output:</u> Daily Travel Time Savings: \$4,722 hours. Peak Period Time Savings: 376,053 minutes.			
	<u>Amend Resolution R99-AA-1213-11 to de-allocate \$4,500,000 in SR 99 Capital to reflect program savings and increase Support by \$4,500,000. These changes are net zero and do not change the allocation of the project.</u>			

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Item # Fund Type	Amount by Fund Type
2.5g.(2g) Allocation Amendment – Proposition 1B State Administered Route 99 Projects on the State Highway System		Resolution R99-AA-1516-08, Amending Resolution R99-AA-1112-005		
1 \$36,644,000 \$35,894,000	State Route 99 Widening in Manteca and San Joaquin Phase 1. In Manteca, from 0.9 mile south of Route 120 west to 0.4 mile south of Arch Road. Widen highway from 4 to 6 lanes, and construct auxiliary lanes.	10-7634A SR 99/11-12 CONST ENG	004-6072 SR99	\$5,000,000 \$5,250,000
Department of Transportation SJCOG San Joaquin 10N-SJ-99 4.9/14.2	(Future Consideration of Funding – Resolution E-10-60, July 2010.) <u>Outcome/Output:</u> Widen 8.3 miles of SR 99 from 4 to 6 lanes (16.6 lane miles).	\$5,000,000 \$5,250,000 CONST \$31,644,000 \$30,644,000 1000020440 4 0E6114	2010-11 304-6072 SR99 20.20.722.000	\$31,644,000 \$30,644,000
	<u>Amend Resolution R99-AA-1112-005 to de-allocate \$1,000,000 in SR 99 Capital to reflect program savings and increase Support by \$250,000. These changes are a net overall decrease of \$750,000 to the project.</u>			

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Item # Fund Type	Amount by Fund Type
2.5g.(2h) Allocation Amendment - Allocation Amendment - State Administered Route 99 Project on the State Highway System		Resolution R99-AA-1516-09, Amending Resolution R99-AA-1213-02		
1 \$40,753,000 \$38,183,000	State Route 99 Widening in Manteca and San Joaquin - Phase 2. In Manteca, from 1.4 miles north of Lathrop Road to 0.4 mile north of Arch Road. Reconstruct interchange. (Future Consideration of Funding – Resolution E-10-60, July 2010.) <u>Outcome/Output:</u> Replace the Turner Overhead structure and reconstruct the French Camp Road interchange.	10-7634B SR 99/11-12 R/W ENG \$800,000 \$400,000 R/W \$1,410,000 \$1,490,000 CONST ENG \$7,000,000 \$6,750,000 CONST \$31,543,000 \$29,543,000 1000020441 4 0E6124	004-6072 SR99 2011-12 304-6072 SR99 20.20.722.000	\$7,800,000 \$7,150,000 \$32,953,000 \$31,033,000
Amend Resolution R99-AA-1213-02 to de-allocate \$1,920,000 in SR 99 Capital and \$650,000 in Support to reflect program savings. These changes are an overall decrease of \$2,570,000 to the allocation of the project.				

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Item # Fund Type	Amount by Fund Type
2.5g.(2i) Allocation Amendment - Proposition 1B – State Administered Route 99 Projects on the State Highway System		Resolution R99-AA-1516-11, Amending Resolution R99-AA-1213-19		
1 \$65,869,000	Freeway Upgrade & Plainsburg Road I/C. Near the city of Merced, from north of the Madera County line to Buchanan Hollow Road. Convert to 6 lane freeway and construct interchange at Plainsburg Road. (Concurrent R99 baseline amendment under Resolution R99-PA-1213-20; May 2013.) (Future Consideration of Funding – Resolution E-07-04, March 2007.) <u>Outcome/Output:</u> Daily travel time savings of 66 hours, peak period time savings of 5,285 minutes, and 9.2 lane-miles of new lanes.	10-5401 SR 99/08-09 PA&ED \$0 PS&E \$1,971,000 R/W ENG \$700,000 R/W \$1,800,000 CON ENG \$8,300,000 \$10,000,000 CONST \$53,098,000 \$51,398,000 1000000431 1 41580	004-6072 SR99 2008-09 304-6072 SR-99 20.20.722.000	\$40,971,000 \$12,671,000 \$54,898,000 \$53,198,000
Amend Resolution R99-AA-1213-19 to de-allocate \$1,700,000 in SR 99 Capital to reflect program savings and increase Support by \$1,700,000. These changes are a net zero and do not change the allocation of the project.				

2.5 Highway Financial Matters

SR 99 savings being added to the project allocation:

Project # Allocation Amount Recipient <u>RTPA/CTC</u> County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Item # Fund Type	Amount by Fund Type
2.5g.(2j)	Allocation Amendment - Proposition 1B –State Administered Route 99 Project on the State Highway System		Resolution R99-AA-1516-10, Amending Resolution R99-AA-1213-12	
<u>2</u> \$45,327,000 \$46,200,000	Tulare to Goshen 6-Lane North Segment. Near Goshen, from 0.9 mile south of West Visalia Overhead to 0.2 mile north of North Goshen Overhead. Convert to 6-lane freeway.	06-6400A SR-99/11-12 CON ENG \$6,600,000 \$8,200,000 CONST \$38,727,000 \$38,000,000 0600020408 4 360214	004-6072 SR99 2011-12 304-6072 SR-99 20.20.722.000	\$6,600,000 \$8,200,000 \$38,727,000 \$38,000,000
Department of Transportation <u>TCAG</u> Tulare 06-Tul-99 37.3/41.3	Final Project Development - RIP: Support Estimate: \$2,344,000 Programmed Amount: <u>\$2,000,000</u> Adjustment: \$ 0 (< 20%) Final Project Development - IIP: Support Estimate: \$2,344,000 Programmed Amount: <u>\$2,000,000</u> Adjustment: \$ 0 (< 20%) Final Right of Way - RIP: Support Estimate: \$ 890,000 Programmed Amount: <u>\$1,150,000</u> Adjustment: \$ 260,000 (Credit) Final Right of Way - IIP: Support Estimate: \$ 890,000 Programmed Amount: <u>\$1,150,000</u> Adjustment: \$ 260,000 (Credit)			
	(Future Consideration of Funding – Resolution E-09-67, September 2009.)			
	(Concurrent SR 99 baseline amendment under Resolution R99-PA-1213-12; January 2013.)			
	<u>Outcome/Output:</u> Daily vehicle hours of delay saved: 3,250.			
	<u>Amend Resolution R99-AA-1213-12 to increase SR 99 Support by \$1,600,000 and decrease Capital by \$727,000. These changes are an overall decrease of \$873,000 to the allocation of the project.</u>			

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Item # Fund Type	Amount by Fund Type
2.5g.(2k) Allocation Amendment - Proposition 1B – State Administered Route 99 Projects on the State Highway System			Resolution R99-AA-1516-12, Amending Resolution R99-AA-1011-009	
1 \$86,545,000 \$87,635,000	Goshen to Kingsburg 6-Lane. Between Goshen and Kingsburg, from the Goshen Overhead to Route 201. Widen 4-lane freeway to 6-lane freeway. (Concurrent R99 baseline amendment under Resolution R99-PA-1213-20; May 2013.) (Future Consideration of Funding – Resolution E-07-01, February 2007.) <u>Outcome/Output:</u> This project proposes to construct 20.5 mixed flow lane miles, 4 new bridges, 14 modified bridges, 40.4 restoration lane miles and 5,000 linear feet of soundwalls. This improvement will save 1,564 daily vehicle hours of delay and provide 124,574 minutes of peak period time savings. <u>Amend Resolution R99-AA-1011-009 to increase SR 99 Support by \$1,450,000 and decrease Capital by \$360,000. These changes are an overall increase of \$1,090,000 to the allocation of the project.</u>	06-6480 SR 99/08-09 PS&E \$1,178,000 R/W ENG \$600,000 R/W \$2,904,000 \$2,544,000 CONST ENG \$13,000,000 \$14,450,000 CONST \$68,863,000 0600000366 1 32450	004-6072 SR99 2008-09 304-6072 SR-99 20.20.722.000	\$14,778,000 \$16,228,000 \$71,767,000 \$71,407,000

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	Item # Fund Type	Amount by Fund Type
2.5g.(2l) Allocation Amendment - Proposition 1B – State Administered Route 99 Projects on the State Highway System			Resolution R99-AA-1516-13, Amending Resolution R99-PA-1112-011	
1 \$49,802,000 \$59,202,000	Avenue 12 Interchange. In Madera, from 0.6 mile south of Avenue 12 to 0.7 mile north of Avenue 12. Reconstruct interchange. (This project has received prior allocation of \$41,600,000 in SR 99 Corridor Bond Program funds under Resolution R99-A-1112-009, June 27, 2012) (Concurrent SR99 Baseline Amendment under Resolution R99-PA-1213-09; December 2012.) (Future Consideration of Funding under Resolution E-09-83; December 2009.) <u>Outcome/Output:</u> Daily Travel Time Savings: 32 hours. Peak Period Time Savings: 2,533 minutes. <u>Amend Resolution R99-AA-1112-011 to increase SR 99 Support by \$1,000,000 and increase Capital by \$8,400,000. These changes are an overall increase of \$9,400,000 to the allocation of the project.</u>	06-5346 SR-99/11-12 CONST ENG \$6,800,000 \$7,800,000 R/W \$0 \$9,000,000 CONST \$43,002,000 \$42,402,000 0600000463 4 471004	004-6072 2011-12 304-6072 SR-99 20.20.722.000	\$6,800,000 \$7,800,000 \$43,002,000 \$51,402,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.5g.(8)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR A LOCALLY ADMINISTERED
PROPOSITION 1B INTERCITY RAIL PROJECTS
RESOLUTION ICR1B-AA-1516-02, AMENDING RESOLUTION ICR1B-A-1516-01**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution ICR1B-A-1516-01 for the locally administered Proposition 1B Intercity Rail Improvement Program (IRI) Van Nuys North Platform (PPNO 2113) project, in Los Angeles County.

ISSUE:

At its January 2016 meeting, the Commission allocated \$30,500,000 for construction of the locally administered Proposition 1B IRI Van Nuys North Platform (PPNO 2113) project (Project), in Los Angeles County.

At the time of the original allocation, the implementing agency was the Los Angeles County Metropolitan Transportation Authority (Metro). Metro has now requested that the Southern California Regional Rail Authority (SCRRA) assume the responsibility for the construction of the Project.

The proposed change, to revise the implementing agency from Metro to SCRRA, is reflected in strikethrough and bold in accordance with the attached revised vote box. There is no change to the original allocation of \$30,500,000 for the Project.

Attachment

2.5 Highway Financial Matters

Project #	Project Title	PPNO	Budget Year	Amount by
Allocation Amount	Location	Program/Year	Item #	Fund Type
Recipient	Project Description	Phase	Fund Type	Fund Type
RTPA/CTC		Prgm'd Amount	Program Code	
District-County		Project ID		
		Adv. Phase		
2.5g.(8)	Allocation Amendment - Proposition 1B - Locally Administered Intercity Rail Projects		Resolution ICR1B-AA-1516-02	
			Amending Resolution ICR1B-A-1516-01	
1	Van Nuys North Platform. In Los Angeles County at the Van Nuys station on the Pacific Surfliner Corridor, the project includes the construction of a center platform and a pedestrian underpass with additional civil/track improvements.	75-2113	2014-15	\$30,500,000
\$30,500,000		ICR/15-16	304-6059	
Los Angeles County		CONST	PTMISEA	
Metropolitan		\$30,500,000	30.20.090.000	
Transportation		0012000136		
Authority	(CEQA - SE, 07/09/2013.)	S4		
Southern California	(NEPA - CE, 06/24/2013.)	R00257		
Regional Railroad				
Authority	<u>Outcome/Output:</u> The project will replace the existing single sided platform with a new center platform to better serve and enhance safety for passengers and improve flow of Amtrak and Metrolink trains.			
<u>LACMTA</u>				
75-Los Angeles				
	<u>Amend Resolution ICR1B-A-1516-01 to revise the implementing agency from Los Angeles County Metropolitan Transportation Authority to Southern California Regional Railroad Authority. There is no change to the original allocation.</u>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.5t.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **TRAFFIC CONGESTION RELIEF PROGRAM - PROJECT ALLOCATION AMENDMENT
RESOLUTION TFP-15-05, AMENDING RESOLUTION TFP-06-25**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend the Traffic Congestion Relief Program (TCRP) to re-allocate previously allocated funds for TCRP Project 118 – Sacramento Emergency Clean Air/Transportation Plan; emission reduction from heavy emission vehicles in Sacramento County.

ISSUE:

The Sacramento Area Council of Governments (SACOG) requests an allocation amendment for TCRP Project 118 – Sacramento Emergency Clean Air/Transportation Plan to re-allocate \$334,000 in TCRP funds to Construction. These funds are part of a previous allocation to Construction approved by the Commission on November 8, 2006, under Resolution TFP-06-25. This current request is illustrated in the attached vote box.

BACKGROUND:

The project is to reduce vehicle oxides of nitrogen (NOx) emissions through the Sacramento Emergency Clean Air/ Transportation (SECAT) program. SECAT was originally intended to fund the incremental cost of providing cleaner engines. However, all types of projects that could effectively achieve the same goal will be funded.

On September 28, 2000, the Commission approved Resolution TA-00-01 which authorized \$50,000,000 for TCRP project 118. The Commission then approved an amendment at its February 2001 meeting under Resolution (TAA-01-02) to program an additional \$16,000,000 for a total of \$66,000,000 of TCRP funds.

Under TCRP Guidelines, TCRP funds remain available for up to five years from the date of allocation approval. Any funds not encumbered or expended by this time limit, can be used for future use with Commission approval, as authorized by the TCRP Act. Currently, a total of

\$334,000 of the \$66,000,000 allocated to construction, has not been expended. Therefore, SACOG requests re-allocation of \$334,000 for construction at this time.

FINANCIAL RESOLUTION:

Be it Resolved, that the project(s), as component phases or in their entirety, appear under Government Code Section 14556.40(a) and are entitled to participate in this allocation.

Reimbursement of eligible costs is subject to the policies, restrictions and assurances as set forth in the Commission's policy for allocating, monitoring, and auditing TCRP projects, and is governed by the terms and conditions of the Fund Transfer Agreement, Program Supplement or Cooperative Agreement, and subsequent amendments to the same if required, as executed between the Implementing Agency and the Department.

Attachment

2.5 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
2.5t.(2)						Traffic Congestion Relief Program Allocation Amendment					
						Resolution TFP-15-05					
						Amending Resolution TFP-06-25					
1	\$0					Project - Project #118 –Sacramento Emergency Clean Air/Transportation Plan (SECAT). Reduce emissions from heavy-duty diesel engines through engine replacement or fleet modernization within the Sacramento federal ozone non-attainment area.		03-T1180 TCRP/06-07 CONST 0300020422 453654		889-3007 TCRF 20.30.710.877	\$0
Sacramento Area Council Of Governments SACOG Sacramento 03-Sac						<u>Outcome/Output:</u> Reduce vehicle oxides of nitrogen (NOx) emissions by the purchase of new, low or zero emitting vehicles, repowering with new lower-emitting engines, retrofit with after treatment systems to reduce NOx or the use of cleaner fuels.					
						<u>Amend Resolution TFP-06-25 to re-allocate \$334,000 in unexpended TCRP funds for Construction. No change to the overall amount previously allocated.</u>					

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.5w.(5)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of
Local Assistance

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR AN ACTIVE TRANSPORTATION PROGRAM PROJECTS**
RESOLUTION FATP-1516-16, AMENDING RESOLUTION FATP-1516-10

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission amend Resolution FATP-1516-10 for the locally administered Thomas Edison Elementary SRTS Active Transportation Program (ATP) project (PPNO 1687), in Sacramento County, originally approved on May 19, 2016.

ISSUE:

At its May 2016 meeting, the Commission approved 10 ATP project for \$637,000. The Thomas Edison Elementary SRTS project (PPNO 1687) in Sacramento County, was approved for \$128,000 in federal funding.

However, a concurrent book item for Technical Corrections to the ATP – Metropolitan Planning Organization (MPO) component for Sacramento County, was also presented at the May 2016 meeting, and approved this project for State Only funding.

The proposed change, to revise the funding from Federal funding (108-0890) to State Only funding (108-0042.), is reflected in strikethrough and bold in accordance with the attached revised vote box. There is no change to the original allocation of \$128,000 for the project.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(5) Financial Allocation Amended For An Active Transportation Program Project			Resolution FATP-1516-15 Amending Resolution FATP-1516-10	
1 \$128,000 Sacramento County <u>SACOG</u> 03-Sacramento	Thomas Edison Elementary SRTS. Hurley Way between Fulton Avenue and Morse Avenue-Construct sidewalk infill, curb, gutter, storm drain inlets, curb ramps and pedestrian lighting. Non-infrastructure component will include walking and biking educational programs. (MPO - ID) (Contribution from other sources: \$18,000.) <u>Outcome/Output:</u> Increase pedestrian and bicycle accessibility to the school.	03-1687 ATP/ PA&ED \$128,000 0316000156 S	2014-15 100-0000 FFF 108-0042 SHA 20.30.720.100	\$128,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.6d.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **FINANCIAL ALLOCATION AMENDMENT – FEDERAL GRANT PROGRAM – HIGH-SPEED INTERCITY PASSENGER RAIL (HSIPR)**
RESOLUTION MFP-15-11, AMENDING RESOLUTION MFP-15-06

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution MFP-15-06 to rescind the construction allocation of \$2,153,967 in federal grant High-Speed Intercity Passenger Rail (HSIPR) funding from San Diego Association of Governments (SANDAG) for the Pacific Surfliner Chesterfield Drive Crossing Improvement project (PPNO FR001) in San Diego County. A concurrent request to transfer these funds to the Department for construction is on this month's Commission agenda under Resolution MFP-15-12.

ISSUE:

At its October 2015 meeting, the Commission approved Resolution MFP-15-06 allocating \$82,583 for design and \$2,153,967 for the construction phase to SANDAG. SANDAG has completed the design phase; however, construction will be implemented by the Department through the Construction Management/General Contractor method of delivery. As a result, the construction funds are being rescinded to reflect SANDAG as the recipient for the design phase only. SANDAG concurs with this request. The proposed changes are reflected in strikethrough and bold on the attached vote list.

RESOLUTION MFP-15-11:

Be it Resolved, that the modified vote box under Resolution MFP-15-06 for the Pacific Surfliner Chesterfield Drive Crossing Improvement project (PPNO FR001) is hereby amended by \$2,153,967, in accordance with the attached revised vote list. SANDAG is the recipient for \$82,583 for the design phase, and the Department will now be the recipient of \$2,153,967 for the construction phase.

Attachment

2.6 Mass Transportation Financial Matters

Project #	Project Title	PPNO	Budget Year	Amount by
Allocation Amount	Location	Program/Year	Item #	Fund Type
Recipient	Project Description	Phase	Fund Type	Fund Type
RTPA/CTC		Prgm'd Amount	Program Code	
District-County		Project ID		
		Adv. Phase		
2.6d.(1)	Allocation Amendment - Federal Grant Program - High-Speed Intercity Passenger Rail (HSIPR)			Resolution MFP-15-11
				Amending Resolution MFP-15-06
1	Pacific Surfliner Chesterfield Drive Crossing Improvement. In the City of Encinitas, complete final design and construct at-grade crossing improvements including all bike and pedestrian facilities, double track rail, signals, and safety improvements at Chesterfield Drive.	75-FR001	2015-16	\$82,583
\$82,583		HSIPR/15-16	301-0890	
		PS&E	FTF	
		\$82,583	30.20.725.000	
		CONST		
		\$2,153,967		
San Diego Association of Governments	(CEQA - Exempt--Section 15275)	0016000046	301-0890	\$2,153,967
<u>SANDAG</u>	(NEPA - CE 7/15/14)	S	FTF	
75-San Diego		RA64FA		
	(Contribution from other sources: \$82,583 \$2,236,550 .)			
	The Federal Railroad Administration (FRA) awarded a High-Speed Intercity Passenger Rail (HSIPR) federal grant in the amount of \$2,236,550 (\$82,583 for PS&E and \$2,153,967 for construction) for the Chesterfield Drive Crossing Improvement Project in April 2015. This allocation is for PS&E only . both phases and is consistent with the awarded grant.			
	(Related item under Resolution MFP-15-12, to allocate the rescinded construction allocation of \$2,153,967 to the Department; June 2016.)			
	<u>Outcome/Output:</u> Design and construction of this project would enhance safety and minimize conflicts between bicycles, pedestrians, and vehicles with a significant upgrade to the existing crossing by eliminating free flowing right turns, adding pedestrian bulb-outs and construct a new bike path.			
	<u>Amend Resolution MFP-15-06 to rescind the construction allocation of \$2,153,967 from SANDAG.</u>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.6f.(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 LOCALLY ADMINISTERED
PROPOSITION 1A HIGH-SPEED PASSENGER TRAIN BOND – URBAN/COMMUTER
PROJECTS**
RESOLUTION HST1A-AA-1516-01, AMENDING RESOLUTION HST1A-A-1314-01

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution HST1A-A-1314-01 to de-allocate \$1,152,000 in Proposition 1A High-Speed Passenger Train Bond (Proposition 1A) funds from the Sacramento Intermodal Facility High Speed Rail Program Project in Sacramento County.

BACKGROUND:

On October 8, 2013, the Commission allocated \$1,752,000 in Proposition 1A funds under Resolution HST1A-A-1314-01, to the Sacramento Regional Transit District (SacRT) for the Sacramento Intermodal Facility High Speed Rail Program project. The SacRT anticipates completing Project Approval and Environmental Document under budget resulting in cost savings; the de-allocated balance will be reprogrammed to the construction Phase.

The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

FINANCIAL RESOLUTION:

Be it Resolved, that the original \$1,752,000 allocated from the Budget Act of 2012, Budget Act Item 2660-104-6043 described on the attached revised vote list, is hereby amended to de-allocate \$1,152,000, reducing the Proposition 1A High-Speed Passenger Train Bond Program amount to \$600,000, in accordance with the revised vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project #	Project Title	PPNO	Budget Year	Amount by
Allocation Amount	Location	Program/Year	Item #	Fund Type
Recipient	Project Description	Phase	Fund Type	Amount by
<u>RTPA/CTC</u>		Prgm'd Amount	Program Code	Fund Type
District-County		Project ID		Fund Type
		Adv. Phase		Fund Type
2.6f.(2)	Allocation Amendment - Proposition 1A High-Speed Passenger Train Bond Program - Urban/Commuter		Resolution HST1A-AA-1516-01	
			Amending Resolution HST1A-A-1314-01	
1	Sacramento Intermodal Facility High Speed Rail	03-	2012-13	
\$1,752,000	Program Projects.. Improvement to provide	HSR/12-13	104-6043	\$1,752,000
\$600,000	connectivity of Sacramento Regional Transit services	PA&ED	HSPTBF	\$600,000
	to High Speed Rail including relocation of existing light	\$1,752,000	30.10.100.000	
Sacramento Regional	rail track, storage tracks and passenger platform and	\$600,000		
Transit District	associate systems.	0313000317		
<u>SACOG</u>		S		
03-Sacramento	<u>Outcome/Output:</u> Complete final design at crossovers,	R331GA		
	turnouts, switches, signalization and electrification			
	elements, and new tracks and stations.			
	<u>Amend Resolution HSTA1-A-1314-01 to de-allocate</u>			
	<u>\$1,152,000 in Prop 1A.</u>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29–30, 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 - ACQUISITION AND DEVELOPMENT PROJECTS RESOLUTION FDOAS–2015–02**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate \$120,000 in the California Aid to Airports Program (CAAP) - Acquisition and Development (A&D) funding for the Widen Runway, Taxiway Rehabilitation, and Restripe Pavement project (Las-4-10-1) located in Lassen County (County) for Ravendale Airport as identified below.

ISSUE:

Additional funds are needed for the previously voted CAAP project in order to complete the project. A previous allocation for this project was \$306,000 in June 2010 under Resolution G-10-16. However, this will not be sufficient funding to cover the full cost of the project. Additional supplemental funds of \$120,000 for the County will allow for the completion of the project as programmed.

RESOLUTION:

Resolved, that \$120,000 be allocated to provide additional funds for the project identified below.

<u>Project</u>	<u>Project Number</u>	Original allocated <u>Amount</u>	Allocation <u>Adjustment</u>	Revised <u>Allocation</u>	Percent Increase <u>Above Current Allocation</u>
1	Las-4-10-1	\$306,000	\$120,000	\$426,000	39.2%

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 Airports Program for A&D Projects			Resolution FDOAS-2015-02		
1 \$120,000 <u>Lassen County</u> Las	Ravendale Airport Widen Runway, Taxiway Rehabilitation and Restripe Pavement. Las-4-10-1	2010–11 602-0041 10.10.020.200	\$306,000		\$306,000
	Supplemental Funds needed to complete the project	2015–16 602-0041 10.10.020.200		\$120,000	\$120,000
Total Revised Amount: \$426,000					

PROJECT DESCRIPTIONS:

The Ravendale Airport Project will involve construction to widen the existing runway and rehabilitation of taxiway areas.

FUNDING STATUS:

On December 10, 2015, the Commission amended the original allocated amount of \$346,000 to \$306,000 in CAAP A&D funding to the County for the Ravendale Airport Project due to cost savings at award.

However, the current allocated amount is not sufficient, and the County needs an additional \$120,000 to complete the project.

REASONS FOR COST INCREASE:

During construction, the existing runway pavement began to fail under the weight of the construction equipment. Test excavations showed unsuitable materials beneath the asphalt (cinder rocks and sand layer) that were used in the original construction of the runway. These materials should be removed and replaced with aggregate to strengthen and stabilize the runway base course prior to paving. The additional funds of \$120,000 will come from savings of the withdrawal of three grants that had been previously allocated to the County for the Ravendale and Herlong Airports.

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 \$120,000 and allow the County to complete this safety project.

OPTION B: Deny this request and the County will not be able to complete this safety project.

The Department recommends that the Commission approve this request for \$120,000 so that the County can complete the project.

SAN DIEGO COUNTY I-5 NORTH COASTAL PRESENTATION

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE JUNE 29-30, 2016
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.5g.(5h)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: FINANCIAL ALLOCATION FOR STATE ADMINISTERED MULTI-FUNDED
PROPOSITION 1B TCIF/STIP PROJECTS
RESOLUTION TCIF-A-1516-10
RESOLUTION FP-15-61

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$103,725,000 for the State administered multi-funded Proposition 1B Trade Corridor Improvements Fund (TCIF)/ State Transportation Improvement Program (STIP) I-5 CMGC Package 2 project (PPNO 0615E), in San Diego County.

ISSUE:

The attached vote list describes one State administered Proposition 1B TCIF/STIP project totaling \$103,725,000, plus \$175,092,000 from other sources. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$83,775,000 be allocated from the Budget Acts of 2014 and 2015, Budget Act Items 2660-301-0042, 2660-301-0046, 2660-301-0890, and 2660-304-6056 for construction and \$19,950,000 for construction engineering for the State administered Proposition 1B TCIF/STIP project described on the attached vote box.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Trade Corridor Improvement Fund.

Attachment

2.5 Highway Financial Matters

Project #	PPNO	Budget Year	Amount by
Allocation Amount	Program/Year	Item #	Fund Type
Recipient	Phase		
RTPA/CTC	Prgm'd Amount	Fund Type	Program Code
County	Project ID		
Dist-Co-Rte	Adv Phase	Program Code	Amount by
Postmile	EA	Program Code	Fund Type
2.5g.(5h) Proposition 1B - State Administered Multi-Funded TCIF/STIP Projects		Resolution TCIF-A-1516-10	
		Resolution FP-15-61	
1	I-5 CMGC Package 2: San Elijo HOV and Lagoon Bridge Replacement. In Solana Beach and Encinitas from 0.1 mile north of Lomas Santa Fe Drive undercrossing to Birmingham Drive over crossing; Replace San Elijo Lagoon Bridge and under crossing: Construct HOV lanes and San Elijo Lagoon pedestrian bridge and trails; construct San Elijo Lagoon Double Track.	11-0615E RIP/15-16 CON ENG \$18,000,000 CONST \$81,382,000	001-0890 FTF 2014-15 301-0042 SHA 301-0890 FTF 20.20.075.600 2014-15 301-0046 \$40,000,000 PTA 30.20.020.630 004-6056 TCIF 2015-16 304-6056 TCIF 30.20.723.000
\$103,725,000			\$18,000,000
Department of Transportation			
<u>SANDAG</u>			
San Diego			
11-SD-5	Final Project Development : N/A		\$828,000
R37.4/R40.6	Final Right of Way : N/A		\$40,554,000
	(CEQA - EIR, 10/23/2013.)		
	(NEPA - EIS, 1/27/2015.)		
	(Future Consideration of Funding approved under Resolution E-14-11; March 2014.)		
	(Contribution from other sources: \$175,092,000.)		
	This project is split from parent project PPNO 0615C. It is the second construction package for Phase 1 being delivered under the Construction Manager/General Contractor (CMGC) method. This project is combined with TCIF Project #118 - San Elijo Lagoon Double Track for construction purposes.		
	(Related item under Resolution MFP-15-11, June 2016, allocating federal funding for this CMGC contract.)		
	Right of Way Certification Date 3/22/16		
	<u>Outcome/Output:</u> Construct 2.4 miles of HOV lanes in both directions; replace the San Elijo Lagoon Bridge; construct San Elijo Double Track		
	<u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u>		

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 2.2c.(13)
Action

From: SUSAN BRANSEN
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING
FINAL ENVIRONMENTAL IMPACT REPORT FOR THE VAN NESS AVENUE BUS
RAPID TRANSIT PROJECT (RESOLUTION E-16-49)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR) for the Van Ness Avenue Bus Rapid Transit Project (Project) in San Francisco County for future consideration of funding?

RECOMMENDATION:

Staff recommends the Commission accept the FEIR and approve the project for future consideration of funding.

BACKGROUND:

The San Francisco County Transportation Authority (SFCTA) is the California Environmental Quality Act (CEQA) lead agency for the project. The proposed project involves improvements to implement a bus rapid transit (BRT) along a 2-mile stretch of Van Ness Avenue in San Francisco, from Van Ness Avenue at Lombard Street in the north to South Van Ness Avenue at Mission Street in the south and includes: dedicated bus lanes, level or near level boarding, consolidated transit stops, high-quality stations, proof of payment, traffic signal optimization, transit signal priority, fewer left-turn pocket lanes, and pedestrian safety enhancements.

On September 10, 2013, SFCTA adopted the Final Environmental Impact Report (FEIR) for the Van Ness Avenue Bus Rapid Transit Project under CEQA.

The Final Environmental Impact Report (FEIR) determined that impacts related to traffic and the decline in levels-of-service in parallel streets would be significant and unavoidable.

The SFCTA 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 SFCTA cited benefits related to improved transit travel time; compliance with Americans with Disabilities Act (ADA) platform requirements; increased pedestrian safety; improved median and streetscape features; the achievement of higher throughput numbers for

people in transit and cars through each lane of Van Ness Avenue; and reduced costs for operating bus routes 47 and 49 (fewer buses and drivers would be used).

On May 7, 2016, the SFCTA confirmed that the 2013 FEIR remains valid and that there are no new identified impacts requiring mitigation since adoption. The SFCTA also confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of the work programmed by the Commission.

The Van Ness Avenue Bus Rapid Transit Project is a signature project of the SFCTA's Proposition K transportation sales tax program. The project aims to:

- Significantly improve transit reliability, speed, connectivity, and comfort;
- Improve pedestrian comfort, amenities, and safety;
- Enhance the urban design and identity of Van Ness Avenue;
- Create a more livable and attractive street for local residential, commercial, and other activities; and,
- Accommodate safe multimodal circulation and access within the corridor.

The project is estimated to cost \$5,075,000 and is fully funded through construction with Active Transportation Program (ATP) Funds (\$4,058,000) and Local San Francisco Metropolitan Transportation Authority Revenue Bond Funds (\$1,017,000). Construction is estimated to begin in Fiscal Year 2016/17.

Attachment

- Resolution E-16-49
- Project Location
- Statement of Overriding Consideration

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding 04– San Francisco County Resolution E-16-49

- 1.1 **WHEREAS**, the San Francisco County Transportation Authority (SFMTA) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:
 - Van Ness Avenue Bus Rapid Transit Project
- 1.2 **WHEREAS**, the SFMTA 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 improvements to implement a bus rapid transit (BRT) along a 2-mile stretch of Van Ness Avenue in San Francisco, from Van Ness Avenue at Lombard Street in the north to South Van Ness Avenue at Mission Street in the south; and
- 1.4 **WHEREAS**, the project is located on Van Ness Avenue and South Van Ness Avenue, from Van Ness Avenue at Lombard Street to South Van Ness Avenue at Mission Street, in the City and County of San Francisco; and
- 1.5 **WHEREAS**, the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and
- 1.6 **WHEREAS**, the SFMTA on September 10, 2013, adopted the Final Environmental Impact Report (FEIR); and
- 1.7 **WHEREAS**, the SFMTA on September 7, 2016, confirmed that the 2013 FEIR remains valid with no new identified impacts; and
- 1.8 **WHEREAS**, the SFMTA determined that impacts related to traffic and the decline in levels-of-service in parallel streets would be significant and unavoidable; and
- 1.9 **WHEREAS**, the SFMTA adopted a Statement of Overriding Considerations for the project finding that the project benefits outweigh the unavoidable adverse environmental effects; and
- 2.0 **WHEREAS**, the SFMTA adopted a Mitigation Monitoring and Reporting Program for the project; and
- 2.1 **WHEREAS**, the above significant effects are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations; and

2.2 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report and Addendum and approves the above referenced project to allow for future consideration of funding.

4. Build Alternative 4: Center-Lane BRT with Left-Side Boarding and Single Median

The purpose and need evaluation showed that Build Alternative 4 would perform similarly to the LPA for two performance indicators (ridership and lane productivity). It would also have the best performance among alternatives in the amount of buffer between platform and auto traffic. With the inclusion of Design Option B, it would perform as well as the LPA for additional indicators (transit travel time, likelihood of stops, and cost of Muni service). It would also perform better than the LPA in consistency of median footprint, number of lane transitions and total construction cost. In terms of environmental effects, Alternative 4 has similar traffic intersection impacts as the LPA, but it would require removal of fewer median trees and likely require less replacement of the sewer pipeline than the LPA.

Although Build Alternative 4 has less of an environmental effect on tree removal and sewer pipeline replacement, and performed strongly in terms of key purpose and need indicators, this alternative would require left-side boarding and the acquisition of left-right door motorcoach and trolleycoach vehicles. No such trolleycoach vehicles are known to be in use and operating in North America. For these reasons, Alternative 4 is rejected as infeasible.

VI. Statement Of Overriding Considerations

Pursuant to CEQA Section 21081, CEQA Guideline 15093, and Chapter 31, the Authority hereby finds, after consideration of the Final EIS/EIR and the evidence in the record, that each of the specific overriding economic, legal, social, technological and other benefits of the Project as set forth below independently and collectively outweighs the significant and unavoidable impacts of the Project and is an overriding consideration warranting approval of the Project. In addition, the Authority finds that the mitigation measures and alternatives to the Project that are rejected, are rejected for the following economic, social or other considerations in and of themselves, in addition to the specific reasons discussed above. The specific reasons for these findings are based on substantial evidence in the record including but not limited to the documents referenced in these findings.

On the basis of the above findings and the substantial evidence in the whole record of this proceeding, the Authority specifically finds, and therefore makes this Statement of Overriding Considerations:

The proposed project has been found to provide numerous benefits related to transit performance, passenger experience, access and pedestrian safety, urban design and landscape, system performance, and operation and maintenance, as described below.

Transit Performance

The project would significantly improve transit travel time, reliability, and ridership along Van Ness Avenue. In 2015, relative to the No Build Alternative described in the EIS/EIR, the LPA would reduce transit travel time by 33 percent, reducing the travel time gap between autos and transit by as much as 50 percent. Among other features, it would include transit signal priority for buses to provide additional green light time for buses approaching an intersection and to reduce delay at red lights. Reliability would also improve with the LPA; the likelihood of a bus unexpectedly stopping (excluding loading and unloading passengers) would decrease by 52 percent, allowing more consistent travel times. With the proposed project, transit boardings would increase by 37 percent throughout the routes of Muni bus lines 47 and 49 when compared with the No Build Alternative. BRT vehicles would offer increased passenger capacity over the Muni 47 line buses that presently operate in the Van Ness Avenue corridor, and include a mix of 60-foot electric trolley coaches and 60-foot diesel hybrid motor coaches. With implementation of the project, Van Ness Avenue BRT would increase the street's transit mode share to 44 percent of all motorized trips, relative to 30 percent under the No Build Alternative.

Passenger Experience

The proposed project offers numerous enhancements to the passenger experience compared with existing conditions. High quality bus stations would be provided, each with an elevated platform, canopy for weather protection, comfortable seating, vehicle arrival time information, landscaping and other amenities, including protective railings as appropriate. The platforms would be large enough to comfortably accommodate waiting passengers, long enough to load two BRT vehicles, and designed to provide Americans with Disabilities Act (ADA) accessibility. Level or near level boarding would be provided to minimize the horizontal and vertical gap between the platform edge and vehicle door threshold. A proof of payment system would allow passengers to swipe their fare cards either on the platform before buses arrive or on-bus once boarded, allowing for all-door loading. The number of lane-weaves made by buses along Van Ness Avenue would reduce by more than 50 percent compared with the No-Build Alternative, providing a smoother ride for passengers – especially for standing passengers. Improved station facilities with level or near level boarding, additional amenities, and real-time arrival information would also improve transit passengers' comfort.

Access and Pedestrian Safety

The project would incorporate features to increase pedestrian safety at intersections, including pedestrian countdown signals, additional curb bulbs, nose cones and enhanced median refuges to reduce crossing distances at intersections and increase safety. With the proposed project, the median refuges within all of the crosswalks in the project corridor would be at least six feet wide, compared with existing conditions in which 47 percent of the median refuges are less than five feet wide. These features would shorten crossing distances, allowing nearly all intersections to meet local and federal standards for minimum pedestrian

crossing speed, while giving pedestrians more information about when it is safe to cross. New ADA curb ramps and Accessible Pedestrian Signals (APS) along Van Ness Avenue would improve safety and access for all users. Pedestrians would also benefit from wider effective sidewalk widths in many locations due to removal of existing bus shelters and addition of curb bulbs, pedestrian-scale lighting, and additional median trees and landscaping and tree plantings along the sidewalk.

Urban Design and Landscape

A main component of the Van Ness Avenue BRT Project is to provide a consistent landscaped median treatment and pedestrian lighting, as well as establish a more unified identity for Van Ness Avenue as one of the City's most prominent arterials with a visible rapid transit service. The improved streetscape features of the project would enhance the amenity and urban design of Van Ness Avenue as a gateway into the city and support recently approved nearby high-density mixed-use development plans. The project would help transform the street into a vibrant pedestrian promenade that supports the Civic Center and commercial uses. Placement of BRT infrastructure would demonstrate an investment in the corridor and would provide a greater sense of permanence than existing bus facilities. Such facilities can support place-making and livability, while helping to stimulate further transit-oriented development. The Project also would replace the overhead contact system of wires and support poles/streetlights between Mission Street and North Point Street, which provides electrical energy for existing SFMTA operated trolley buses.

System Performance

The project would increase the total number of people (in cars and on transit) that use each lane of Van Ness Avenue. While the No Build Alternative moves approximately 605 transit patrons and 630 people in private vehicles in each lane on Van Ness Avenue, the proposed project would move approximately 930 transit patrons and 680 people in private vehicles in each lane. Traffic in the corridor would be optimized using technology upgrades to allow real-time traffic management and optimal signal timing.

Operation and Maintenance

The proposed project would reduce the cost of operating bus routes 47 and 49, because the projected travel time savings would allow the same service frequencies to be provided using fewer buses and drivers. The Project would reduce the cost of on-street service from Mission to Lombard streets from \$8.3 million annually, under existing conditions, to a projected \$6.1 million annually, a 27 percent reduction in annual operating and maintenance costs.

Legend for Historic Properties Listed or Eligible within the APE (see map below):

- H-1 Masonic Temple, 11-35 Van Ness Avenue
- H-2 War Memorial Complex and City Hall
- H-3 Wallace Estate Co. Garage, 799 Van Ness Avenue
- H-4 Ingold Chevrolet, 945-999 Van Ness Avenue
- H-5 Scottish Rite Temple, 1320 Van Ness Avenue
- H-6 Paige Motor Car Co., 1699 Van Ness Avenue
- H-7 California Oakland Motor Co., 1946 Van Ness Avenue

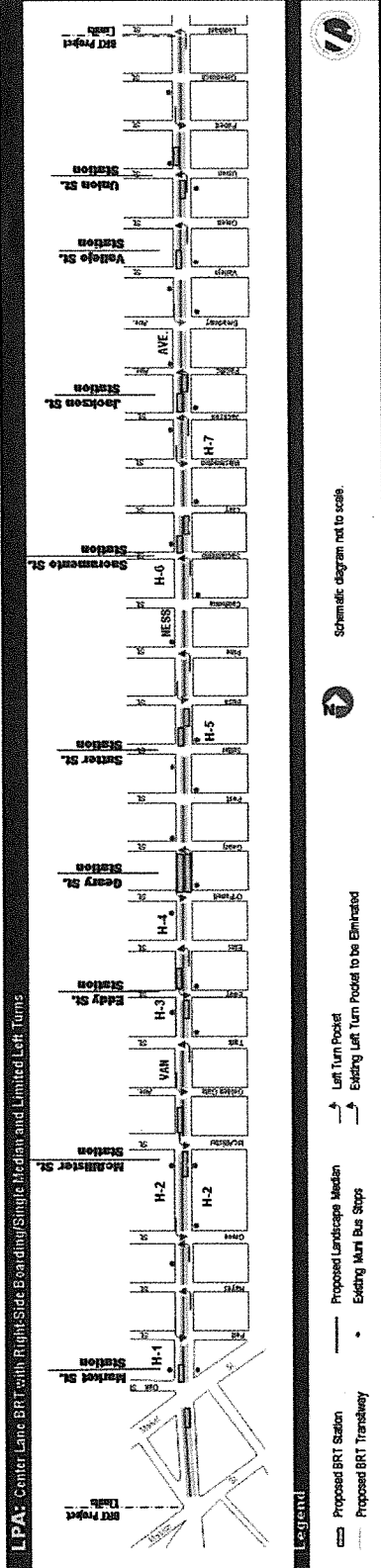


Figure 4-5-3: LPA Project Features and Location Map of Historic Properties Listed or Eligible within Project APE

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.1a.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **SHOPP AMENDMENT 14H-497**

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-497; in accordance with Senate Bill 486 which requires the Commission to approve any changes or new projects amended into the SHOPP.

ISSUE:

Since the May 2016 report to the Commission, the Department recommends nine 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 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	9		\$25,005		
Total Amendments	9		\$25,005		

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-00-13, 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						
3662	2-Sis-96 Var 0H770 02 1600 0151	Near Happy Camp, at 1.5 miles west of Independence Bridge; also at 1.2 miles west of Davis Road. Replace failed culverts, place rock slope protection (RSP) and stabilize embankment.	\$5 (R/W) \$500 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total \$0 \$0 \$0 \$250 \$250	201.130 Assembly: 2 Senate: 4 Congress: 2 2 Locations
4126	3-Nev-80 R55.3/R55.4 1H650 03 1600 0218	Near Emigrant Gap, from 0.7 mile to 0.6 mile west of Carpenter Flat Undercrossing; also in Nevada County on Route 49, near Sweetland, at 0.4 mile north of Pleasant Valley Road; also in Yuba County on Route 49, near Camptonville, at 1.1 miles north of Willow Creek Campground. Replace failed culverts, stabilize embankment, place rock slope protection (RSP) and repair roadway.	\$490 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total \$5 \$0 \$0 \$50 \$55	201.130 Assembly: 3 Senate: 1 Congress: 4 4 Locations
1499A	4-SCI-152 1.8 1K640 04 1600 0278	Near Gilroy, at 1.3 miles west of Blackhawk Canyon Road. Repair washout with rock slope protection (RSP) and construct retaining wall.	\$10 (R/W) \$1,000 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total \$0 \$0 \$0 \$250 \$250	201.130 Assembly: 27, 28 Senate: 15 Congress: 15 1 Location
1450G	4-Son-101 0.7/2.6 2K230 04 1600 0392	Near Petaluma, from 0.2 mile north of Skinner Road to Kastania Road. Repair landslides by placing rock slope protection (RSP).	\$4,200 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total \$0 \$0 \$0 \$1,050 \$1,050	201.130 Assembly: 6 Senate: 3 Congress: 6 4 Locations
1499N	4-Son-116 R22.1 2K040 04 1600 0351	Near Graton, at Green Valley Road. Replace failed culvert, backfill sinkhole and repair roadway.	\$1,000 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total \$0 \$0 \$0 \$300 \$300	201.130 Assembly: 1 Senate: 2 Congress: 6 1 Location
6801	6-Fre-180 Var 0V400 06 1600 0205	Near Sequoia National Park, from 15.3 miles east of Route 63 to 7.9 miles east of Route 245. Remove and dispose of hazardous trees adjacent to roadway.	\$100 (R/W) \$6,500 (C)	15/16	PA & ED PS & E RW Sup Con Sup Total \$0 \$250 \$100 \$975 \$1,325	201.130 Assembly: 29 Senate: 14 Congress: 21 2 Locations

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 (Cont.)						
3174	10-Tuo-108 7.5/32.0 1G350 10 1600 0159	Near Sonora, from Soulsbyville Road to Old Strawberry Road. Remove and dispose of hazardous trees adjacent to roadway.	\$50 (R/W) \$6,500 (C)	15/16	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$70 \$96 \$24 \$860 \$1,050	201.130 Assembly: 25 Senate: 14 Congress: 19 1 Location
3175	10-Tuo-120 29.0/R56.5 1G370 10 1600 0174	Near Yosemite National Park, from 5.1 miles east of Route 49 to Yosemite National Park Boundary Entrance. Remove and dispose of hazardous trees adjacent to roadway.	\$50 (R/W) \$4,200 (C)	15/16	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$120 \$100 \$24 \$870 \$1,114	201.130 Assembly: 25 Senate: 14 Congress: 19 1 Location
1224	11-SD-78 31.9 42700 11 1600 0149	Near Ramona, at 0.1 mile west of Indian Oaks Road. Repair washout and extend drainage culvert.	\$400 (C)	15/16	PA & ED PS & E RW Sup Con Sup <u>Total</u> \$0 \$0 \$50 \$100 \$150	201.130 Assembly: 75, 77 Senate: 36 Congress: 49, 52 1 Location

2014 SHOPP Amendment 14H-497 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)															
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support			
01	Mendocino	162	13.9/22.7	Near Dos Rios, from 1.2 miles to 1.0 miles west of Middle Fork Eel River Bridge and at to 2.8 miles east of Sand Bank Creek. Repair slipouts.	0B540	4554	0112000136	201.131	2015/16	140	1,750	PA&ED	161	161	
													PS&E	483	483
													RW	56	56
													Const	350	930
Comments: The scope of the project was modified when the design recommendation for one location changed from a rock buttress to a new tie-back soldierpile retaining wall, at greater cost; but a second location was removed from the project, balancing the cost. An increase in construction support is due to new added oversight by structural expert staff for new wall scope. These changes add \$580,000 to the cost of the project.															
02	Plumas	70	50.6/51.7	Near Quincy, from 0.6 mile west to 0.5 mile east of Spring Garden Bridge Overhead. Rehabilitate bridge.	2C090	3212	0200000161	201.110	2015/16	240	11,900	PA&ED	1,100	1,100	
													PS&E	1,400	1,400
													RW	230	230
													Const	2,800	2,905
Comments: Increase to programmed amount for Construction Support. Construction support has increased to account for the use of consultants performing material testing and inspection. This change adds \$105,000 to the cost of the project.															
04	Napa	29	37.0	In Calistoga, at Napa River Bridge No. 21-0018. Replace bridge.	3G640 3G641	0587G	0412000134 0416000348	201.111	2015/16	1,367 1,282	9,204	PA&ED	1,840	1,840	
													PS&E	1,900	1,900
													RW	610	610
													Const	1,900	2,100
Comments: Split off child project EA 04-3G64A to complete mitigation and plant establishment required by permitting agencies. Create child project EA 04-3G641 from parent EA 04-3G640 to complete roadway and bridge work. Increase construction support to administer the child mitigation project and to implement habitat creation and other permit conditions for the roadway/bridge portion of the project. This change adds \$350,000 to the cost of the project.															
04	Napa	121	8.9/9.4 9.2/9.4	Near Napa, at Sarco Creek Bridge No. 21-0008. Replace bridge.	2A320	0380L	0400000817	201.111	2015/16	2,500 2,400	9,650	PA&ED	1,800	1,800	
													PS&E	2,100	2,100
													RW	927	897
													Const	2,100	2,030
Comments: Split off child project EA 04-2A32A to complete mitigation and plant establishment required by permitting agencies. Increased cost for PS&E design for the mitigation project. These changes add \$50,000 to the cost of the project.															
07	Los Angeles	405	33.0/35.5	In the city of Los Angeles, near Bel Air, from Sunset Boulevard to south of Bel Air Crest Road. Upgrade existing temporary ramps.	29850	4629	0713000270	201.31	2015/16	14,830	750	PA&ED	480	480	
													PS&E	2,120	2,120
													RW	60	60
													Const	2,830	2,930
Comments: Dedicated bicycle lanes were added that were not contained in the original scope. The additional construction work adds \$100,000 to the cost of the project.															
07	Ventura	33	15.7	Near Ojai, near North Fork Matilija Creek Bridge. Construct retaining wall, stream rock weirs and fish habitat structures.	30520	4725	0714000092	201.131	2015/16	66	4,906	PA&ED	0	0	
													PS&E	600	600
													RW	50	50
													Const	1,500	2,587
Comments: It was determined in the design phase that storm flows would be too high during the wet season to construct the project and would adversely impact the endangered Steelhead Trout. As a result, construction will need to span over two seasons. The longer construction period adds \$1,087,000 to the cost of the project.															

2014 SHOPP Amendment 14H-497 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)														
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
07	Ventura	126	10.2/10.4	Near Santa Paula, south of Route 126 and west of Briggs Road between Mission Rock Road and Pinkerton Road. Required off-site mitigation along the Santa Clara River for impacts incurred from two bridge projects. (EA 07-1760U and EA 07-0607U).	31060	4807	0715000003	201.111	2015/16	0	4,874	PA&ED	0	0
												PS&E	0	0
												RW	0	0
												Const	737	737
Comments: The project is being combined with EA 07-31480 (STIP) for construction under EA 07-3106U.														
10	San Joaquin	99	14.0/23.0	In Stockton, from Arch Road to Hammer Lane. Install ramp metering, fiber optic cable and traffic operation system elements.	1C421	3103	1015000131	201.315	2015/16	1	3,000	PA&ED	0	0
												PS&E	500	500
												RW	0	0
												Const	600	1,300
Comments: Increase to programmed amount for Construction Support. Construction support has increased due to an increase in the project working days and cost estimate. The cost estimate increase is for additional critical connections to ramp metering systems, monitoring stations, and controller cabinets, increased earthwork and longer conduit runs, and increased traffic control costs. Cost estimate increases will be addressed in a separate Greater Than 120 book item at time of vote. This change adds \$700,000 to the cost of the project.														

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.1a.(2a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **SHOPP AMENDMENT 16H-002**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Highway Operation and Protection Program (SHOPP) Amendment 16H-002; in accordance with Senate Bill 486 which requires the Commission to approve any changes or new projects amended into the SHOPP.

ISSUE:

Since the May 2016 report to the Commission, the Department recommends nine new capital projects to be amended into the 2016 SHOPP, as summarized in Attachment 1. The amendments noted below would be funded from the Major Damage Restoration, Safety Improvement, Roadside Preservation and 2016 SHOPP programming capacity.

2016 SHOPP Summary of New Projects by Category	No.	FY 2016/17 (\$1,000)	FY 2017/18 (\$1,000)	FY 2018/19 (\$1,000)	FY 2019/20 (\$1,000)
Major Damage Restoration	1		\$1,210		
Collision Reduction	8		\$3,741	\$761	\$34,373
Total Amendments	9		\$4,951	\$761	\$34,373

The Department also recommends that the capital projects, as summarized in Attachment 2 will be amended into the 2016 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-00-13, 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 2016 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						
5036	7-LA-47 0.8 32610 07 1600 0112	In San Pedro, at the Park and Ride lot, near the eastbound Harbor Boulevard off-ramp. Construct soldier pile wall to stabilize the existing eroding slope and repair drainage system. PAED: 01/15/17 R/W: 07/01/17 RTL: 07/31/17 BC: 01/2/18	\$ 10 (R/W) \$ 1,200 (C)	17/18	PA & ED PS & E RW Sup Con Sup <hr/> Total	\$79 \$459 \$10 \$390 <hr/> \$938 201.131 Assembly: 54 Senate: 28 Congress:36 1 Location
Collision Reduction						
3640	2-Teh-36 12.6/13.1 1H970 02 1600 0051	Near Red Bluff, from 2.3 miles east to 2.8 miles east of Dry Creek Bridge. Curve improvement. PAED: 05/16/2018 R/W: 08/16/2019 RTL: 08/27/2019 CCA: 11/15/2021	\$109 (R/W) \$3,000 (C)	19/20	PA & ED PS & E RW Sup Con Sup <hr/> Total	\$390 \$670 \$210 \$670 <hr/> \$1,940 201.010 Assembly: 3 Senate: 4 Congress: 1 20 Collisions reduced
0738	4-Son-121 3.4/6.5 0G680 04 0002 0007	Near Schellville, from north of Tolay Creek Bridge to south of Yellow Creek Bridge. Widen for standard shoulders, upgrade curves to standard, and install rumble strips. PAED: 06/30/2018 R/W: 06/01/2020 RTL: 06/30/2020 CCA: 12/31/2021	\$6,264 (R/W) \$25,000 (C)	19/20	PA & ED PS & E RW Sup Con Sup <hr/> Total	\$2,500 \$3,750 \$1,800 \$4,200 <hr/> \$12,250 201.010 Assembly: 2 Senate: 2 Congress: 2 13 Collisions reduced
2652	5-SLO-41 43.8/50.4 1H300 05 1600 0059	Near Cholame, from East Junction Route 46 to the Kern County line. Construct centerline rumble strip and replace striping and pavement markers. PAED: 07/01/16 R/W: 05/01/17 RTL: 07/10/17 BC: 11/21/17	\$ 416 (C)	17/18	PA & ED PS & E RW Sup Con Sup <hr/> Total	\$0 \$269 \$19 \$125 <hr/> \$413 201.010 Assembly: 35 Senate: 17 Congress:24 7 Collisions reduced
6780	6-KER-65 1.6/25.2 0U990 06 1600 0084	Near Bakersfield, from Imperial Street to County Line Road. Construct center line and shoulder rumble strips. PAED: 08/01/17 R/W: 01/15/18 RTL: 04/16/18 BC: 08/01/18	\$ 20 (R/W) \$ 850 (C)	17/18	PA & ED PS & E RW Sup Con Sup <hr/> Total	\$350 \$490 \$10 \$400 <hr/> \$1,250 201.010 Assembly: 32, 34 Senate: 14,16 Congress:21 38 Collisions reduced

List of New 2016 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.	
Collision Reduction (Cont.)							
6790	6-MAD-41 VAR 0U710 06 1600 0025	In Madera County, on Route 41 at various locations; also on Routes 49 and 145 at various locations. Construct center line and shoulder rumble strips. PAED: 05/01/16 R/W: 07/01/17 RTL: 08/01/17 BC: 01/02/18	\$ 10 (R/W) \$ 650 (C)	17/18	PA & ED PS & E RW Sup Con Sup <hr/> Total	\$0 \$618 \$20 \$341 <hr/> \$979	201.010 Assembly: 5 Senate: 14 Congress:16 41 Collisions reduced
4904	7-LA-14 R30.6 31700 07 1500 0234	Near Santa Clarita, on the Sierra Highway southbound on-ramp; also in Palmdale on the Palmdale Boulevard northbound off-ramp (PM R59.55). Apply High Friction Surface Treatment (HFST) on ramps. PAED: 02/03/17 R/W: 09/01/17 RTL: 10/05/17 BC: 05/02/18	\$ 695 (C)	17/18	PA & ED PS & E RW Sup Con Sup <hr/> Total	\$40 \$165 \$0 \$145 <hr/> \$350	201.010 Assembly:36, 38 Senate: 21 Congress:25 37 Collisions reduced
3005M	8-SBD-15 174.0/175.0 1G460 08 1600 0005	Near Baker, from 2.5 miles north of Bailey Road to 1.5 miles south of Nipton Road. Cold plane and overlay with Open Graded Friction Course (OGFC). PAED: 04/17/17 R/W: 04/16/18 RTL: 07/16/18 BC: 03/15/19	\$ 10 (R/W) \$ 751 (C)	18/19	PA & ED PS & E RW Sup Con Sup <hr/> Total	\$175 \$406 \$4 \$221 <hr/> \$806	201.010 Assembly: 33 Senate: 16 Congress:8 40 Collisions reduced
5492E	12-ORA-241 18.3/18.7 0N300 12 1300 0194	In Santa Margarita, at the Santa Margarita Parkway northbound off/on ramps. Improve corner sight distance on the off ramp and improve the vertical curve, cross slope, drainage and overlay open grade asphalt concrete on the on ramp. PAED: 03/01/17 R/W: 05/01/18 RTL: 06/01/18 BC: 11/16/18	\$ 1,100 (C)	17/18	PA & ED PS & E RW Sup Con Sup <hr/> Total	\$227 \$576 \$13 \$413 <hr/> \$1,229	201.010 Assembly: 73 Senate: 33 Congress:45 55 Collisions reduced

2016 SHOPP Amendment 16H-002 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)														
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
01	Del Norte	101	36.1	Near Crescent City from 0.2 mile north of the Smith River Overflow Bridge. Replace bridge. (G-13 Contingency Project)	43640	0100V	0100000193	201.110	2016/17 2018/19	1500 3,900	50,448 0	PA&ED PS&E RW Const	7,000 3,700 520 8,400	7,000 3,700 650 0
Comments: Completion of environmental studies and consultations with resource and regulatory agencies will take longer than previously anticipated due to the complexities in staging and constructing the new bridge in this sensitive environmental setting in both a costal zone and over a classified wild and scenic river. Regulatory agencies are asking unexpected questions that require additional efforts to resolve. These items were previously identified in the project risk management plan, but now result in a delay to the project. R/W capital and support increases are due to permitting requirements and additional land acquisition for mitigation of wetlands impacts. This will be made a contingency project. These changes add \$2,530,000 to the cost of the project and remove \$58,848,000 due to contingency conversion, for a net reduction of \$56,318,000 to the cost of the project.														
01	Humboldt	36	36.1/40.5	In and near Dinsmore, on Route 36 (Forest Highway 4). Roadway improvements.	43730	2272	0112000180	201.310	2016/17	1,020 2,550	6,090	PA&ED PS&E RW Const	200 30 600 40	200 60 1,400 52
Comments: Increases to support are due to unanticipated increased land surveys, right of way engineering, right of way support, and environmental mitigation staff work to complete the project and coordinate with the Federal Lands partnership to construct the project. Right of Way capital increases are caused by increased utility relocations. These changes add \$2,372,000 to the cost of the project. Project EA 01-43730 and EA 01-0E930 will be combined for construction under EA 01-4373U.														
01	Humboldt	36	36.6/39.9	Near Dinsmore, from west of Burr Valley Road to west of Buck Mountain Road. Widen to make lane and shoulder widths standard, realign curves, and improve roadway cross-slope.	0E930	2409	0115000047	201.010	2016/17	231	7,441	PA&ED PS&E RW Const	90 75 150 40	90 75 660 40
Comments: Right of Way support cost has increased due to unplanned additional survey work to monument the new state right of way and to record maps in accordance with State law. Previously this work was assumed to be addressed by Federal Lands participation on project. This change in responsibility adds \$510,000 to the cost of the project. Project EA 01-43730 and EA 01-0E930 will be combined for construction under EA 01-4373U.														
01	Lake	29	R41.4	Near Lakeport, at Lakeport Overcrossing. Upgrade pedestrian facilities.	0B690	3097	0112000184	201.378	2016/17	7	478 645	PA&ED PS&E RW Const	206 228 63 265	160 350 16 265
Comments: Increase to construction capital due to the addition of a light pole to improve pedestrian accessibility and the refinement of earthwork quantities after final survey data became available. Support increases are due to labor cost adjustments. Also, there is a decrease in right of way support that has occurred because the project was determined to not require property acquisitions. These changes add \$196,000 to the cost of the project.														
04	Mendocino	4	75.7/76.2	Near Westport, from 0.5 to 1.0 mile north of Blue-Slide Gulch Bridge. Reconstruct roadway	0B480	4548	0114000034	201.134	2017/18	767	14,706	PA&ED PS&E RW Const	923 1,319 69 1,620	
Comments: Delete project. This project was to permanently restore roadway storm damage from a 2011 landslide. Initial project scope was to move the roadway away from ocean and to construct a deep underdrain. It has now been determined this scope of work is not feasible. The Department is working with the Federal Highway Administration (FHWA) to scope this work with more recent area storm damage and is currently reviewing the site. This change removes the \$19,404,000 total cost of the project.														

2016 SHOPP Amendment 16H-002 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)														
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
02	Lassen	36	22.4/R29.4	In and near Susanville, from east of Eagle Lake Road to Route 395. Rehabilitate pavement.	4F990	3529	0213000057	201.121	2016/17	165	9,900 10,700	PA&ED PS&E RW Const	450 550 190 750	450 1,430 840 1,205
Comments: Project is on Main Street in historic downtown and is required to upgrade adjacent pedestrian ADA facilities. Some existing ramps were assumed to be ADA compliant, but are not. Complications upgrading ADA ramps and impacts to historic buildings has increased the design effort. In working with local city staff, Complete Streets has been implemented to evaluate solutions for pedestrian and bicycle movement. These issues have increased the support cost for design, as well as construction capital. Right of Way support and capital cost have increased for expanded construction easements and encroachment permits and for utility work. There is an additional increase for construction capital cost escalation. These changes add \$3,685,000 to the cost of the project.														
02	Plumas	89	29.5/30.5	Near Canyon Dam, at Lake Almanor Spillway. Replace bridge.	0E180	3349	0200000022	201.113	2016/17	60 465	9,000 9,810	PA&ED PS&E RW Const	1,100 1,300 300 1,600	1,100 2,155 70 2,400
Comments: In January 2016, the Project team learned that federal regulations require approvals from the Federal Energy Regulatory Commission (FERC) and the State Division of Safety of Dams (DSOD). As such, FERC and DSOD coordination and approval increases design support and Right of Way capital. Construction support increases are due to reduced construction window and accelerated schedule required by FERC. Construction capital increase will pay for dam owner's construction monitoring. In addition, a longer traffic detour is necessary at greater cost, detour onto a county road requires project compensation for traffic impacts. In addition, the increase in construction capital is due to revise the barrier rail and bridge foundation designs. These changes add \$2,640,000 to the cost of the project.														
02	Shasta	44	R4.6/R6.4	Near Palo Cedro, from Clough Creek bridge to 0.6 mile west of Deschutes Road Overcrossing. Traffic operational improvements. (G13 Contingency Project)	36841	3595	0215000066	201.310	2016/17	500	0	PA&ED PS&E RW Const	200 1,200 500 0	200 1,500 210 0
Comments: Increase to design support is due to design modifications that shortened the bridge and relocated an off-ramp. Right of Way support is decreased because the land acquisition is reduced. This change adds \$10,000 to the cost of the project.														
02	Shasta	151	5.5/R5.8	In Shasta Lake City, from west of Coram Underpass to Locust Avenue. Upgrade curbs, sidewalks and crosswalks.	4F790	3524	0213000033	201.378	2017/18	347 146	1,683	PA&ED PS&E RW Const	205 295 250 250	205 505 522 517
Comments: Support increases are due to unanticipated design complexity of sidewalks and ramps and for local agency coordination. Coordination effort included local desire for sidewalk design to allow future City lighting. Right of Way support increase is due to added utility relocation coordination. Construction support increase is due to reevaluation of scope considering the added complexity to oversight ADA projects and the necessary coordination of all project experts to ensure strict ADA standards. Right of Way capital decreased after survey and design refinements determined fewer parcels needed. These changes add \$578,000 to the cost of the project.														
02	Siskiyou	5	2.7/R11.4	In and near Dunsmuir, from Sacramento River bridge to 0.6 mile south of North Mount Shasta Underpass. Rehabilitate roadway.	4G550	3560	0214000036	201.122	2016/17	464	53,600	PA&ED PS&E RW Const	4,590 4,300 270 4,870	850 5,300 270 7,610
Comments: A decrease in PA&ED support as a result of project efficiencies offsets an increase to the design and construction support efforts. Development of complicated staging plans to minimize impacts to local traffic and the adjacent CHP truck enforcement facility has increased the design support cost. Construction support increase is due to reevaluation of project working days that have increased by the addition of a third construction season. These changes are a net zero cost for the project.														

2016 SHOPP Amendment 16H-002 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)														
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
02	Siskiyou	89	20.9/21.2	Near McCloud, at Mud Creek Bridge No. 02-0046. Replace bridge.	4F550	3519	0213000005	201.110	2017/18	81	2,600 3,700	PA&ED PS&E RW Const	550 640 150 630	550 860 150 1,200
Comments: Hydraulic studies revealed a need to raise the bridge to increase the flow that can pass under it. This results in lengthening the roadway work and a greater construction capital cost. Furthermore, geotechnical studies resulted in a revised foundation design at a greater cost. PS&E support cost has increased due the additional design effort caused by these changes. Construction support cost has increased due to the changes and the additional need for environmental mitigation and monitoring during construction. These changes add \$2,020,000 to the cost of the project.														
02	Siskiyou	96	23.2/56.0	In and near Happy Camp, from west of Swillup Creek Bridge to 3.6 miles east of Thompson Creek Bridge. Drainage system restoration.	4C150	3314	0213000132	201.151	2017/18	200	4,608 1,250	PA&ED PS&E RW Const	500 632 92 469	500 600 92 700
Comments: A refined design scope resulted in reduced construction capital. The number of locations were able to be increased. However, PS&E support costs increased due to the additional locations, and a reevaluation of construction support has lead to an increase. These changes reduced \$59,000 from the total cost of the project.														
02	Siskiyou	263	57.1	Near Yreka, at Klamath River Bridge No. 02-0015. Replace bridge.	2E480	3424	0200000586	201.110	2017/18	330 440	8,500 15,300	PA&ED PS&E RW Const	1,800 1,600 180 1,900	2,700 1,600 280 2,620
Comments: Early work to prepare information for the environmental documents lead to revising project scope from a box culvert to an arch culvert to reduce impacts and facilitate construction. This change caused an increase in PA&ED support. Right of Way support and capital costs increased due to an added parcel, additional utility impacts, and new relocation assistance. Increased mitigation and permit fees and demolition costs also increased Right of Way Capital. Construction capital increases are due to the change in structure type and foundations, and revised roadway quantity assumptions. The change in structure type resulted in reevaluation of construction support costs and additional on-site and off-site mitigation and post-construction monitoring support expenses. These changes add \$8,630,000 to the cost of the project.														
03	El Dorado	50	67.3	Near South Lake Tahoe, west of South Lake Tahoe at Echo Summit Sidehill Viaduct Bridge No. 25-0044. Rehabilitate or Replace bridge.	3F530	3304	0313000135	201.110	2017/18	27	6,000	PA&ED PS&E RW Const	624 1,317 16 1,502	1,000 1,100 16 1,502
Comments: A PA&ED support cost increase, and a corresponding PS&E support decrease, has occurred because foundation drilling investigations have been moved earlier in the project development process to refine assumptions. In addition, PA&ED support costs increased due to the project team needing early studies for potential detour and traffic impacts that can be considered in the environmental document. These changes add \$159,000 to the cost of the project.														
03	Placer	80	28.5/31.5	In and near Colfax, from 0.3 mile south of Weimar Overhead to 0.3 mile south of Illinoistown Overcrossing. Rehabilitate culvert.	3E050	5096	0300020597	201.151	2017/18	82	1,443 1,043	PA&ED PS&E RW Const	490 260 60 380	290 260 60 380
Comments: A PA&ED support cost increase is needed for detailed field survey of the culverts and to study alternatives for work site access. The construction capital amount has been reduced as a result of the removal of two culverts from the project scope. One culvert being removed is to be done as a separate project due its deteriorating condition and urgency for repair. The second culvert is being removed from the project since it was already repaired. These changes are a net zero cost for the project.														

2016 SHOPP Amendment 16H-002 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)														
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
04	Alameda	80		Near Oakland, at the San Francisco Oakland Bay Bridge Toll Plaza Building. Reconstruct maintenance facilities.	01411	0064Q	0414000436	201.352	2016/17	20	12,450	PA&ED	0	0
												PS&E	1,500	1,500
												RW	15	15
												Const	3,000	4,000
Comments: An increase to construction support due to the use of LEED certification on the project. LEED building projects have specialty design and construction administration considerations. There is a need to review multiple and complex Requests for Information (RFI's) and submittals by subject mater experts in various disciplines including materials quality control/assurance during construction administration. This change adds \$1,000,000 to the cost of the project.														
04	Alameda	680	M0.0/M4.0	In Fremont, from south of Scott Creek Road to Auto Mall Parkway. Rehabilitate roadway.	3G602	0587J	0414000484	201.120 201.122	2016/17	40 160	16,500 17,600	PA&ED	0	0
												PS&E	2,470	2,470
												RW	80	80
												Const	3,300	3,300
Comments: Hydraulic analysis of the roadway determined a need to increase the roadway cross slope to standard; at an increased construction capital cost. Environmental consultation with the resource agency determined environmental mitigation is required. This results in increased Right of Way capital to purchase mitigation bank "credits". A traffic safety screening analysis determined there are no safety concerns and this project should be classified more appropriately as a 201.122 programmed project. These changes add \$1,250,000 to the cost of the project.														
04	Alameda	680	M4.0/R12.4	In and near Fremont, from Auto Mall Parkway to Koopman Road. Rehabilitate roadway.	3G601	0587E	0414000483	201.12	2016/17	10	18,860 25,360	PA&ED	883	883
												PS&E	2,830	2,830
												RW	170	170
												Const	2,830	4,200
Comments: This project is being combined for construction with the Northbound Express Lane Project (EA 04-4G053) sponsored by the Alameda County Transportation Commission (ACTC). The original programed amount assumed that the express lane project would widen the inside and outside shoulders and therefore limit the SHOPP rehab work to just the existing travel way. Subsequent design exceptions will allow the express lane to be constructed without widening the shoulders for a portion of the project length. The SHOPP project rehab scope therefore increases to include rehab work on the shoulders for this area. The scope change results in an increase to construction capital and support. This change adds \$7,870 to the cost of the project.														
04	Alameda	880	11.9/27.5 11.8/27.5	Near In and near Union City, Hayward, San Leandro, and Oakland , from 0.4 mile north of Fremont Boulevard Overcrossing to A-Street Undercrossing; also from 0.1 mile south of Washington Avenue Overcrossing to south of High Street undercrossing Separation and Overhead . Rehabilitate pavement. (G13 Contingency Project)	4H580	0483W	0413000162	201.121	2016/17	40	0	PA&ED	654	654
												PS&E	2,700	2,700
												RW	166	166
												Const	0	0
Comments: Change project limits to reduce overlapping work with other projects. Add ramp paving work at 4 locations within the project limits. These changes are a net zero cost for the project.														

2016 SHOPP Amendment 16H-002 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)														
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
04	Contra Costa	242	R1.6	In Concord, at Buchanan Field Viaduct No. 28-0186. Rehabilitate bridge.	4G810	0250B	0413000055	201.110	2016/17	80 495	1,520 1,824	PA&ED PS&E RW Const	360 700 400 355	360 840 265 426
Comments: Increase to design support, construction support, and construction capital to accommodate for a newly identified upgrade to the bridge rail and guardrail standards and to address bridge deck drainage issue. Also, an increase in Right of Way support and Right of Way capital is needed to address easement parcel that impacts storage facilities below the bridge. These changes add \$1,095,000 to the cost of the project.														
04	Marin	1	0.3	Near Mill Valley, at Tennessee Valley Road. Repair roadway slip-out.	2J560	1485J	0414000529	201.131	2017/18	5 50	4,214 1,515	PA&ED PS&E RW Const	420 525 18 357	750 525 18 525
Comments: Numerous utility conflicts have resulted in increased PA&ED support and Right of Way Capital to positively identify locations in the field using potholing methods, and to develop a detailed mapping and advance preliminary design for relocation or workarounds. Early coordination with local partners has increased costs as well. The project scope has changed to include a roadside gutter to minimize sheetflow across the road and reduce slope erosion which increased construction capital. Construction support has increased due to need for extensive public outreach for traffic management, biological monitoring of the environmentally sensitive areas of the project, and to manage the restrictive work windows that will increase the construction duration. These changes add \$847,000 to the cost of the project.														
04	Marin	101	10.6/10.9	In San Rafael, from Route 101 northbound off-ramp to 2nd Street at San Rafael Harbor Bridge No. 27-0033. Replace bridge.	4G820	0350H	0413000049	201.110	2017/18	570	7,264	PA&ED PS&E RW Const	630 600 300 900	900 600 300 900
Comments: The project team is analyzing several design alternatives that require more effort than a typical bridge project. The studies being conducted require detailed mapping, advance preliminary design, extensive public outreach and early regulatory agency coordination, all at an increase in support cost. This change adds \$270,000 to the cost of the project.														
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	0413000258	201.121	2016/17	95 153	17,100	PA&ED PS&E RW Const	510 1,900 35 2,100	510 1,900 35 2,100
Comments: Increase to Right of Way capital due to the addition of a temporary construction easement and a permanent drainage easement that are required for curb ramps and drainage work. Also, additional utility positive verification potholing is required due to the guardrail and drainage system work. This change adds \$58,000 to the cost of the project.														
04	Napa	29	37.0	In Calistoga, at Napa River Bridge No. 21-0018. Environmental mitigation and plant establishment for bridge replacement project.	3G64A	0587M	0416000349	201.111	2019/20	85	500	PA&ED PS&E RW Const	0 200 400 150	
Comments: Split of this mitigation project from parent EA 04-3G640 to create a separate project for on-site riparian plantings with three to five year plant establishment requirements, habitat creation for freshwater shrimp with ten year monitoring and reporting requirements, and water treatment of reworked impervious surface area off-site mitigation.														
04	Napa	121	9.2/9.4	Near Napa, at Sarco Creek Bridge No. 21-0008. Plant Establishment for bridge replacement project.	2A32A	0380N	0416000347	201.111	2017/18	100	100	PA&ED PS&E RW Const	0 50 30 70	
Comments: Split of this mitigation project from parent EA 04-2A320 to create a separate project for plant establishment and monitoring period. Increased cost for PS&E design for the mitigation project. These changes add \$50,000 to the cost of the project.														

2016 SHOPP Amendment 16H-002 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)														
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
04	Napa	128	R7.4	Near Rutherford, at Conn Creek Bridge No. 21-0021. Replace bridge.	1G430	0587H	0412000126	201.111	2016/17 2017/18	29 3,800	7,165	PA&ED	960	1,188
												PS&E	1,050	1,500
												RW	150	950
												Const	1,000	1,000
Comments: Preliminary design work identified conflicts between a bridge wing wall and large waterline main that needs to be avoided. The wall design has been modified to eliminate the need for a utility relocation, increasing preliminary and design support costs. Other utility conflicts have contributed to an increase in design and Right of Way support. Right of Way capital and support have increased due to the addition of parcel to accommodate utility relocations, construction staging areas and access road, and creek diversion system. In addition, environmental impact mitigation has also increased these costs. Also, a fiscal year delay is due to utility relocation conflicts with necessary construction work and the addition of Right of Way property takes. These changes add \$5,258,000 to the cost of the project.														
04	San Mateo	1	44.0	In Pacifica, at San Jose Avenue Pedestrian Overcrossing Bridge No. 35-0240. Replace bridge.	4G850	0681Q	0413000052	201.110	2016/17	5	3,662 4,445	PA&ED	500	500
												PS&E	400	1,750
												RW	100	125
												Const	450	1,400
Comments: The construction capital estimate has increased, during advance design due to an increase in the price index used to account for updated material costs, inflation, and escalation for the year of construction. Cost also increased due to a change in the bridge foundation design and a refinement of the bridge length. Support costs were underestimated during the project initiation phase and have now been increased using a "bottoms up" resource estimate approach. These changes add \$3,108,000 to the cost of the project.														
04	San Mateo	82	13.7	Near Burlingame and Hillsborough city limits, at the intersection of Route 82 and Floribunda Avenue. Install left turn signal.	1G020	0686	0400002011	201.010	2016/17 2017/18	1,765	2,253	PA&ED	846	846
												PS&E	1,300	1,300
												RW	450	450
												Const	700	700
Comments: Delay to the Fiscal Year (FY) delivery date to allow time for the full evaluation of an interim improvement requested by the local community. As the result of significant public comments received regarding the removal of trees and visual changes to the corridor, an operations pilot study was put in place for a temporary left-turn prohibition study before finalizing the environmental approval phase. These changes are a net zero cost for the project.														
04	Solano	84	12.1/12.2	Near Rio Vista, at Miner Slough Bridge No. 23-0035. Replace bridge. (G13 Contingency Project)	0G660	0886	0400000343	201.110	2018/19	2,884	0	PA&ED	1,836	1,836
												PS&E	2,754	3,500
												RW	1,098	1,098
												Const	0	0
Comments: As a result of consultations with environmental agencies, the bridge replacement alignment was changed. The roadway realignment added permanent take, and modified construction staging and planned construction methods. In addition, a control tower to operate the bridge swing span has been added. Also, additional permits will be required from various agencies, that were not needed previously. These changes increase the design PS&E support costs for the project. This change adds \$746,000 to the cost of the project.														
05	Monterey	1	2.5/67.3	South of Carmel, at seven (7) locations from north of the San Luis Obispo County line to south of Malpaso Creek Bridge. Rehabilitate and/or replace culverts.	1F080	2478	0513000052	201.151	2017/18	84 300	3,279	PA&ED	672	400
												PS&E	1,154	1,154
												RW	288	344
												Const	783	783
Comments: PA&ED support cost reduction by leveraging environmental studies done previously by three separate Minor A projects that later were developed into this current project. During PA&ED phase, it was determined that the project will require environmental mitigation sites which increases the Right of Way Support and Capital costs. These changes are a net zero cost for the project.														

2016 SHOPP Amendment 16H-002 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)														
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
05	Monterey	1	58.3/59.8	North of Big Sur, from south of Bixby Creek Bridge to south of Rocky Creek Bridge. Widen shoulders and upgrade guardrails.	1A000	2313	0500020284	201.015	2017/18	44 30	5,349	PA&ED PS&E RW Const	575 983 44 1,154	675 983 35 1,154
Comments: The project PA&ED support cost have increased to account for an environmentally sensitive location on the coast that requires more resources to obtain environmental clearances. Development of the draft Project Report has identified Right of Way capital and support increases for additional acquisitions, utility relocations and fees. These changes add \$140,000 to the cost of the project.														
05	Santa Barbara	101	17.2/45.9	In and near Goleta, at various locations from 0.6 mile north of Las Positas Road to 1.3 mile south of Gaviota Tunnel. Roadside safety improvements.	1C970	2456	0513000020	201.235	2016/17	10	1,890	PA&ED PS&E RW Const	280 650 12 550	280 770 12 800
Comments: PS&E support cost increase was to investigate Maintenance Vehicle Pullout configurations that required additional surveys and design. Construction support increase is needed for additional workings days (from 120 to 180) and plant establishment days (from 0 to 125) as determined by the approved Project Report. These changes add \$370,000 to the cost of the project.														
05	Santa Cruz	9	22.1/23.8	In Castle Rock State Park, from 5.0 miles south to 3.3 miles south of Route 35. Widen shoulders, replace guardrail and construct centerline rumble strips.	1C650	2418	0512000185	201.015	2017/18	0 10	7,658	PA&ED PS&E RW Const	4,050 1,842 40 1,350	1,938 1,842 44 1,687
Comments: During project design, consultations with the design reviewer identified the need for additional support to investigate additional curve corrections and super-elevation improvements. Also, additional Right of Way support and Right of Way capital is needed for potholing that was not previously identified in the PSR (Project Study Report). These support and capital cost changes add \$1,239,000 to the cost of the project.														
05	Santa Cruz	129	3.2/3.5 3.0/3.5	Near Watsonville, at Carlton Road. Improve intersection. Near Watsonville, realign Carlton Road. Construct a new intersection and a left-turn channelization.	1F350	2506	0513000103	201.010	2017/18	277 135	2,045 2,700	PA&ED PS&E RW Const	543 674 309 508	587 1,132 401 757
Comments: Design refinement has resulted in a new design speed for the realignment, a more defined roadway section, additional safety features, minimized right of way impact and an increase in the number of working days which require a decrease to Right of Way capital, an increase to PA&ED, PS&E, and Construction Support, and an increase to Construction capital cost. These changes add \$1,356,000 to the cost of the project.														
06	Fresno	180	77.2	Near the city of Fresno, at Kings River Overflow Bridge No. 42-0074. Replace bridge.	0U120	6751	0615000207	201.110	2016/17 2018/19	0	1,200	PA&ED PS&E RW Const	0 0 0 400	0 0 0 400
Comments: This is a Financial Contribution Only (FCO) project to STIP Project EA 06-34253. Due to a funding shortfall, the STIP project has been moved to FY 18/19, therefore this SHOPP project needs to be moved to FY 18/19 as well.														
06	Kern	223	21.0/21.3	In and Near Arvin, at Derby Street. Install traffic signals.	0S510	6709	0614000162	201.010	2017/18	74	891	PA&ED PS&E RW Const	348 545 345 400	348 775 345 530
Comments: Negotiating right of way from the railroad requires an increase cost to PS&E support and construction support for the design requirements and coordination efforts needed, the increased cost includes escalation. These changes add \$360,000 to the cost of the project.														

2016 SHOPP Amendment 16H-002 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)														
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
06	Tulare	198	R11.7/R19.8	In Visalia, from Lovers Lane to west of Route 245. Rehabilitate pavement. (G13 Contingency Project)	0S340	3034	0614000114	201.122	2016/17	10	0	PA&ED	545	545
												PS&E	1,040	1,525
												RW	55	55
												Const	0	0
Comments: During project development, collaborative efforts of Design, Maintenance and Materials teams have refined the scope to change the thickness and material used for asphalt digouts, identifying new median drainage issues, additional rumble strips and additional pavement shoulder construction. These design changes add \$485,000 to the cost of the project. (G13 Contingency Project)														
07	Los Angeles	1	0.1/4.0	In Long Beach, Signal Hill and Lakewood on various routes at various locations. Mitigate for stormwater quality by installing bio-filtration swales, basins, media filters and gross solid removal devices, and other best management practices (BMP's).	28660	4390	0700020900	201.335	2016/17	10	17,500 10,000	PA&ED	0	0
												PS&E	2,450	2,977
												RW	300	300
												Const	2,600	2,600
Comments: The scope has been reduced due to geometric constraints and the inability to satisfy the BMP type selection criteria along Routes 1 and 19 resulting in construction capital reductions of \$7,500,000. The original PSSR identified five routes for the project, the supplemental PSSR in 2013 only proposed work on three routes. The scope was materially modified in the 2013 supplemental PSSR. Additional studies and field reviews were necessary to study the BMP's in the corridors and develop a supplemental PID resulting. These changes reduced \$6,973,000 from the total cost of the project.														
07	Los Angeles	1	3.5	In Long Beach, at Lakewood Boulevard (Route 19) and Los Alamitos Traffic Circle. Install pavement delineation, overhead guide signs and associated roadway improvements.	29910	4632	0713000302	201.015	2016/17 2018/19	11	2,326	PA&ED	89	89
												PS&E	356	1,028
												RW	5	20
												Const	445	607
Comments: Preliminary research has identified the project location impacts a potential historic property. Additional environmental and archaeological studies and reports are required for compliance with Section 106 of the National Historic Preservation Act. The additional work will result in a two year delay and add \$849,000 to the cost of the project.														
07	Los Angeles	1	38.3/38.7	In the city of Los Angeles (Pacific Palisades), from north of Temescal Canyon Road to Bay Club Drive. Construct shoulders and upgrade guardrail.	27510	4159	0700000519	201.015	2016/17 2017/18	1,825 2,575	6,100	PA&ED	744	744
												PS&E	1,089	1,546
												RW	485	485
												Const	1,095	1,095
Comments: Right of way acquisitions were delayed due to a lengthy process in obtaining permits to enter the site to investigate for hazardous waste. A State beach will be impacted that will require a California Coastal Commission hearing, as well as multi-user utility coordination. These changes will delay the project one year and add \$1,207,000 to the cost of the project.														
07	Los Angeles	1	49.3/50.2	In Malibu, from Puerco Canyon Road to Corral Canyon Road. Reconstruct raised median island.	29930	4650	0713000310	201.010	2017/18	23	4,405	PA&ED	400	650
												PS&E	700	800
												RW	80	80
												Const	800	1,000
Comments: Due to the sensitive location of the project and the coordination required with the city and their adjacent bike lane project along the coast, additional design and environmental efforts are needed. Traffic chart now indicated a longer construction duration period than was planned. These changes add \$550,000 to the cost of the project.														

2016 SHOPP Amendment 16H-002 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)														
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
07	Los Angeles	1	56.5/56.9	In Malibu, from Guernsey Avenue to Trancas Canyon Road/Broad Beach Road. Replace bridge.	29140	4498	0712000094	201.110	2017/18	2,021	5,488	PA&ED	738	2,342
												PS&E	1,428	2,123
												RW	474	740
												Const	1,251	1,251
Comments: During PA&ED, an additional alternative was added to address some potential environmental issues. The additional alternative was in response to Coastal Commission concerns for fish passages and restoration of the lagoon which would require a longer structure that impacts a larger area. These changes add \$2,865,000 to the cost of the project.														
07	Los Angeles	5	25.7	In the city of Los Angeles, near Glendale, at northbound off-ramp to Colorado Freeway Extension. Widen off-ramp, replace MBGR with concrete barrier, and widen LA River Bridge to reduce truck off-tracking. In the city of Los Angeles, near Glendale, at the northbound and southbound off-ramps to Colorado Freeway Extension. Widen off-ramp, replace MBGR with concrete barrier and widen LA River Bridge to reduce truck off-tracking.	29230	4505	0712000109	201.015	2016/17	25	3,300 3,784	PA&ED	140	140
												PS&E	440	1,753
												RW	45	37
												Const	435	1,040
Comments: The project also required additional analysis for bike detours, traffic study for ramp closures during construction in addition to a storm water report, hazardous waste memo, pile foundations and a series of complex environmental permits. These changes add \$2,454,000 to the cost of the project.														
07	Los Angeles	5	38.8/40.5	In the city of Los Angeles from Filmore Street to Rinaldi Street, also on Route 118 from Route 405 to west of San Fernando Road. Enhance highway worker safety by paving miscellaneous areas, install access gates and maintenance vehicle pullout areas.	29510	4586	0713000016	201.235	2017/18	0 1	2,053	PA&ED	443	250
												PS&E	333	883
												RW	0	5
												Const	466	800
Comments: The project was updated and additional resources were identified to address the extensive biological concerns of numerous threaten and endangered species, thus requiring a more complex environmental document. Also, DES resources were not included in the PID but are needed for the retaining walls and safety cable railings on the walls. These changes add \$1,027,000 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.	29600	4597	0713000034	201.235	2017/18	0	1,749	PA&ED	110	110
												PS&E	438	985
												RW	5	5
												Const	531	531
Comments: During field review ten more locations were identified within the limits of the project, some of the locations required additional functional units that were not identified during the PID phase, such as hydraulics, and detailed surveys. It was determined that the metal beam guardrail systems had to be addressed and may need upgrading. The project will require more effort due to the implementing of the 2015 Specs and District 7 OMS which was not considered in the PID. These changes add \$547,000 to the cost of the project.														

2016 SHOPP Amendment 16H-002 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)														
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
07	Los Angeles	10	R14.0/19.0	In the city of Los Angeles, at Santa Monica Viaduct Bridge No. 53-1301. Paint and rehabilitate bridge. (G13 Contingency Project)	29660	4599	0713000057	201.110	2016/17	134 2,400	0	PA&ED PS&E RW Const	0 3,024 30 0	0 3,024 30 0
Comments: The project involves several different railroad lines, which will require C&M agreements, temporary and permanent construction easements, and the acquisition of several parcels with the potential for condemnation. In addition, there is now a need for a staging area that impacts a parking facility. These right of way increases add \$2,266,000 to the cost of the project.														
07	Los Angeles	19	4.0/8.4 5.5/8.4	In Lakewood, Bellflower, Paramount and Downey, from Del Amo Boulevard to Gardendale Street. Upgrade curb ramps and sidewalks to Americans with Disabilities Act (ADA) standards. In Bellflower, Paramount and Downey, from Rose Avenue to end of route. Upgrade curb ramps and sidewalks to ADA standard.	28990	4485	0712000015	201.378	2016/17	507 1,500	2,910	PA&ED PS&E RW Const	300 705 45 600	300 1,050 765 1,050
Comments: During PA&ED, the scope was refined identifying several utilities and drainage facilities needed relocating that were not originally in the PID. The updated scope requires additional support resources and right of way capital, for fire hydrants, electrical poles, guy wires, signal poles, catch basins and inlet relocation. These changes add \$2,508,000 to the cost of the project.														
07	Los Angeles	27	0.0/11.1 7.9/10.1	Near Topanga, from Route 1 to Mulholland Drive. Enhance highway worker safety by installing weed barrier, paving maintenance vehicle pull-outs, and other measures. Near Glenview, from Entrado Drive to Woodland Crest Drive. Enhance highway worker safety by installing weed control under existing guardrail.	29960	4652	07130000314	201.235	2016/17	0 1,100	1,490	PA&ED PS&E RW Const	54 284 0 338	101 700 10 389
Comments: The project went through several iterations in order to coordinate with other CAPM projects in the areas, resulting in a supplemental Project Report that reduced the scope that was best included in adjacent projects. The increased support effort in design resulted in a reduction in Construction Capital. These changes add \$87,000 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.	29120	4494	0712000008	201.361	2016/17	252 2,515	2,257	PA&ED PS&E RW Const	200 400 450 400	200 900 450 800
Comments: During the environmental phase, an increase in the electrical work needed was identified. The number of pedestrian push button signals increased from 5 to 8, resulting in more electrical work. This change adds \$1,158,000 to the cost of the project.														

2016 SHOPP Amendment 16H-002 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)														
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
07	Los Angeles	60	R3.7/R6.3	In and near Monterey Park and Montebello, from Mednick Avenue to Markland drive. Enhance highway worker safety by installing Maintenance Vehicle Pullouts, access gates and other measures.	29580	4595	0713000037	201.235	2016/17	0	2,028 2,684	PA&ED PS&E RW Const	113 334 0 466	113 1,222 5 600
Comments: The PID did not account for retaining walls that are required for each maintenance vehicle pullout (MVP). It was during the Advance Planning Study, during the PA&ED phase, which identified the additional elements and cost. It was determined to defer 3 of the 5 locations so that two MVP's and retaining walls could be constructed. These changes add \$1,683,000 to the cost of the project.														
07	Los Angeles	91	R11.4	In Long Beach, at Butler-Artesia Undercrossing Bridge No. 53-2169. Upgrade bridge rails and lower on-ramp to increase vertical clearance. Replace barrier and flashing beacons.	29170	4500	0712000095	201.112	2016/17	0	1,446	PA&ED PS&E RW Const	73 252 12 295	73 252 12 295
Comments: The barrier scope was reevaluated which resulted in a cost increase. In addition, it was concluded that lowering the ramp profile creates unforeseen hydraulic and utility relocation. The Department is going to initiate another project EA 07-32810 to improve the interchange and address the ramp vertical clearance. The existing programmed amount of the project is sufficient for the increased cost of the concrete barrier, flashing beacon and associated work. These changes are a net zero cost for the project.														
07	Los Angeles	101	30.9/38.1	In and near Calabasas, Agoura Hills and West Lake Village, from Las Virgenes Road to Lindero Canyon Road; also in and near the cities of Camarillo, Oxnard, and Ventura from Pleasant Valley Road to Padre Juan Canyon Road. Upgrade to ADA standards.	29110	4493	0712000068	201.378	2016/17	0 205	1,969	PA&ED PS&E RW Const	200 400 0 400	200 400 241 800
Comments: The PID did not identify any right of way, and during the PA&ED phase, it was determined that right of way was needed. The project has 36 locations spread throughout Los Angeles and Ventura Counties requiring additional support for the numerous locations for surveys and the design for utilities and electrical work. These changes add \$846,000 to the cost of the project.														
07	Los Angeles	213	2.7/3.9	In Rancho Palos Verdes, from Caddington Drive to Peninsula Verde Drive. Replace two damaged drainage systems. (G13 Contingency Project)	25310	3734	0700000457	201.151	2018/19	260	0	PA&ED PS&E RW Const	30 284 128 0	234 284 128 0
Comments: A supplemental PSSR was done in 2014 which revised the scope and split the project. Upon further investigation of the culverts the scope for this project required additional easements, utility relocation and permits to access a Naval Base with known hazardous waste issues, requiring additional environmental involvement, resulting in an increase of \$204,000 to the project.														
07	Los Angeles	405	0.7/6.7	In Long Beach and Signal Hill, from Los Cerritos Channel to Pacific Avenue. Enhance highway worker safety by miscellaneous paving, relocating irrigation, and other measures.	29610	4598	0713000035	201.235	2017/18	0 1	2,165	PA&ED PS&E RW Const	84 360 0 378	220 850 5 700
Comments: The project required more field visits than originally planned and there were numerous biological concerns that required a more complex document for the threatened and endangered species. There was added design/construction scope including relocation of light poles that may impact structures. These changes add \$957,000 to the cost of the project.														

2016 SHOPP Amendment 16H-002 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)														
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
07	Los Angeles	405	11.7/12.2	In Carson, from Avalon Boulevard to Main Street. Reconstruct commercial vehicle enforcement facility.	28910	4457	0700021123	201.321	2016/17	49 20	4,872	PA&ED PS&E RW Const	210 1,100 5 600	210 1,400 5 1,050
Comments: The project requires potholing for existing utilities that was not estimated during the PID phase. Further investigation during the environmental phase, it was identified there was a need for additional support. These changes add \$860,000 to the cost of the project.														
07	Los Angeles	405	R21.5/26.3	In and near the cities of Inglewood, Los Angeles, and Culver City, from 105 to Port Road. Enhance highway worker safety by replacing crash cushions, miscellaneous paving, and other measures.	29630	4593	0713000030	201.235	2017/18	0 1	2,130	PA&ED PS&E RW Const	79 406 0 475	220 900 5 750
Comments: The project required more field visits than originally planned and there were numerous biological concerns that required a more complex document for the threatened and endangered species. The support for DES was underestimated. These changes add \$917,000 to the cost of the project.														
07	Los Angeles	605	R17.0/R19.5	In and near Industry, from south of Route 60 to Valley Boulevard. Roadside safety improvements.	30400	4713	0714000056	201.235	2018/19	0	2,513	PA&ED PS&E RW Const	54 324 60 385	168 655 60 599
Comments: The project involves 60 locations, requiring a greater effort than originally planned. In addition, labor costs have increased since the PID was approved. These changes add \$679,000 to the cost of the project.														
07	Ventura	33	7.6	Near Oak View, at San Antonio Creek Bridge No. 52-0065. Scour mitigation and bridge rail upgrade.	29130	4496	0712000083	201.111	2016/17 2018/19	1,300	1,800	PA&ED PS&E RW Const	250 1,310 240 900	250 1,112 600 1,065
Comments: Additional time is needed for the environmental and right of way phases. Detail plans are being submitted to resource agencies to address and mitigate environmental issues and will require consultations for permits. The number of right of way parcels increased and are horse parcels that require additional time and resources for acquisition and negotiations. These changes result in a two year delay and add \$1,527,000 to cost the project.														
07	Ventura	101	29.8	In the city of Ventura, at Ash Street Pedestrian Overcrossing. Upgrade pedestrian Overcrossing to Americans with Disabilities Act (ADA) standards.	29040	4490	0712000034	201.378	2016/17	44 31	498 568	PA&ED PS&E RW Const	102 495 15 470	102 850 15 500
Comments: The scope was refined during the PA&ED phase, resulting in an increase in the number of locations from 8 to 14. In addition, detailed surveys are required, potholing was identified as needed and the estimate for structural items were underestimated in the PID. These changes add \$1,165,000 to the cost of the project.														
07	Ventura	118	T18.8/R32.6	In Moorpark and Simi Valley, from east of Arroyo Simi Overhead to Los Angeles County line. Pavement rehabilitation.	30760	4771	0714000220	201.121	2016/17	0 150	2,292	PA&ED PS&E RW Const	445 500 35 500	200 750 50 800
Comments: The project work plan was updated to address utilities and right of way needs. Initially the PID did not identify the need for right of way. Also, upon further evaluation of the project, indicated the need for right of way capital and support costs were identified. These changes add \$800,000 to the cost of the project.														

2016 SHOPP Amendment 16H-002 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)														
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
07	Ventura	126	0.0/R13.6	In and near the cities of Ventura and Santa Paula, from Route 101 to Haun Creek Bridge. Rehabilitate pavement.	30220	4685	0713000481	201.121	2016/17	49 170	12,800	PA&ED PS&E RW Const	120 940 40 1,400	120 1,040 50 1,700
Comments: A right of way data sheet was not prepared for the PID. Extensive surveys and potholing are now needed for the project to identify utilities that were not accounted for during the PID phase. These changes add \$580,000 to the cost of the project.														
08	San Bernardino	18	99.4/100.9	In Victorville, from Cobalt Road to Route 395. Construct raised curb median.	0Q120	0191J	0800020125	201.010	2017/18	39 1,653	9,101	PA&ED PS&E RW Const	1,123 1,297 464 1,212	1,123 1,297 893 1,212
Comments: The Department identified additional right of way impacts that will occur in order to construct the curb raised median. These impacts include acquisition, utility investigation and relocation and condemnation. These impacts add \$2,352,000 to the cost of the project.														
08	Riverside	10		In Riverside and San Bernardino counties, on Routes 10, 111, and 215 at various locations. Rehabilitate 9 structures.	0Q890	0010C	0800020582	201.119	2016/17	29 55	1802 1,906	PA&ED PS&E RW Const	210 652 44 452	210 652 40 600
Comments: Near the end of the PA&ED phase, it was realized that the extent of railroad involvement for one bridge location, Colton-Loma Linda YD Overhead, was not fully developed. Right of Way support and capital cost increases were needed for railroad, environmental permits and agreements. Construction support and capital cost increases are also needed for increases in the number of repairs and working days and a new pay item for railroad flagging. These changes add \$316,000 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.	0R780	0050L	0812000165	201.015	2016/17	49 117	4,976	PA&ED PS&E RW Const	800 705 80 1,250	800 705 80 1,250
Comments: Right of Way capital increase is needed for a contribution to the Coachella Valley Multiple Species Habitat Conservation Plan (CVMSHVP) as identified by environmental during the PA&ED phase. These changes add \$107,000 to the cost of the project.														
08	Riverside	111	0.0/10.5	At Salton Sea, from the Riverside/Imperial County line to east of Cleveland Street. Sediment stabilization and erosion control.	1C620	0098F	0812000337	201.335	2016/17	20	1,442	PA&ED PS&E RW Const	223 209 20 285	223 426 20 285
Comments: PS&E support cost increase is needed for survey support to obtain information on right of way alignment, existing utility and drainage facilities. These changes add \$226,000 to the cost of the project.														
08	Riverside	VAR		Between Banning and Blythe on Routes 10 and 111, at Bridges No. 56-0003, 56-0241R, and 56-0596. Seismic retrofit.	0R350	0107F	0812000071	201.113	2016/17	20	4,433 5,031	PA&ED PS&E RW Const	456 1,008 21 943	456 1,467 21 1,112
Comments: PS&E support cost increased to account for additional bridge seismic restoration and bridge rail replacement design at two locations. Construction support and capital increase to enable inspection in three remote locations and the replacement of bridge railing in two locations. These changes add \$1,226,000 to the cost of the project.														

2016 SHOPP Amendment 16H-002 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)														
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
08	San Bernardino	18	44.5/52.8	In and near Big Bear Lake, from Route 38 to Gildart Drive. Sediment stabilization and erosion control.	1C560	0186F	0812000331	201.335	2016/17	202	3,686 3,186	PA&ED PS&E RW Const	472 590 59 845	911 590 59 845
Comments: PA&ED support cost increase for survey and geotechnical investigation to determine Right of Way alignment, existing utilities and drainage facilities and to identify sand trap locations. Construction capital decrease as determined from an updated cost estimate. These changes reduced \$61,000 from the total cost of the project.														
08	San Bernardino	38	50.4/59.4 VAR	At Big Bear Dam, from Eagle Mountain Drive to Route 18. Sediment control and stabilization. At various locations, from Eagle Mountain Drive to Route 38/18 Separation. Sediment control and stabilization.	0R430	0206U	0812000075	201.335	2016/17	39	2,195	PA&ED PS&E RW Const	325 220 5 480	741 220 5 480
Comments: PA&ED support cost increase is needed for survey and geotechnical investigation to determine Right of Way alignment, existing utilities and drainage facilities and to identify sand trap locations. The redefined scope will limit the locations to within US Forest Service Lands and fulfill the State's commitment to stormwater compliance. These changes add \$416,000 to the cost of the project.														
08	San Bernardino	330	39.6/39.7	Near Running Springs, between Route 210 and Route 18. Replace culverts.	1F830	3001A	0815000055	201.131	2016/17 2017/18	10	2,345	PA&ED PS&E RW Const	400 300 25 345	700 300 25 345
Comments: It was determined that an access road needs to be redesigned which changes the project footprint. This change delays the environmental studies and will require a programming delay from FY 16/17 to FY 17/18 as well as a PA&ED support cost increase. These changes add \$300,000 to the cost of the project.														
10	San Joaquin	12	14.9/18.1 17.1/17.7	In Lodi, from Westgate Drive to Route 99 from South School Street to South Central Street. Upgrade pedestrian curb ramps to ADA standards.	0Y550	3079	1013000239	201.361	2016/17	454 37	672 539	PA&ED PS&E RW Const	225 150 100 250	225 150 245 307
Comments: The project limits have been revised to keep the project within the programmed construction capital amount and to address ADA grievance locations. A future project will be programmed to capture the remaining locations. However, construction support costs have increased due to a resource review that determined the current programmed amount is not enough to provide adequate construction oversight. These changes reduced \$345,000 from the total cost of the project.														
10	Stanislaus	5	27.0/27.5	Near Westley, at the Westley Safety Roadside Rest Area (SRRA). Upgrade water and wastewater systems.	0W630	3009	1012000021	201.235	2016/17 2018/19	0 5	2,387 4,001	PA&ED PS&E RW Const	124 592 0 728	260 904 6 806
Comments: During the design phase it was discovered that the proposed water and wastewater system can not operate effectively with the existing facility electrical system. Therefore, an electrical upgrade is required at greater capital and support costs. Additional need for positive utility identification potholing increases Right of Way support and capital. A change to the delivery year is required due to the need for the electrical upgrade design. In addition, a separate project to upgrade the rest area buildings is scheduled to deliver in 2019; delay of this project will allow delivery on the same schedule so that projects can be combined to reduce the time this facility is closed. These changes add \$2,151,000 to the cost of the project.														

2016 SHOPP Amendment 16H-002 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)														
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
11	San Diego	5	R0.3/5.4	In the city of San Diego, at various locations from Camino De La Plaza to Main Street. Improve maintenance worker safety by constructing Maintenance Vehicle Pullouts (MVP), paving miscellaneous areas and repairing damaged systems that require frequent maint. In San Diego and Chula Vista, at various locations from Camino De La Plaza Overcrossing to Main Street Overcrossing. Construct pullouts and pave beyond gore areas to improve safety for maintenance personnel.	41090	1104	1112000138	201.235	2016/17	60	3,101	PA&ED PS&E RW Const	399 733 68 1,226	399 1,019 25 983
Comments: During the Design Phase an aerially deposited lead study and an additional hydraulic design was determined to be needed. Upon further refinement, it was also determined that Right of Way acquisition is not required and the construction support can be reduced. These changes are a net zero cost for the project.														
11	San Diego	8	49.0	Near Pine Valley, at Buckman Springs Safety Roadside Rest Area (SRRRA). Rehabilitate SRRRA sewer and water systems.	40910	1085	1112000043	201.235	2016/17 2017/18	0 20	3,275	PA&ED PS&E RW Const	698 1,251 20 1,034	698 1,251 0 1,034
Comments: The Department is continuing to coordinate with United States Forest Service (USFS) on finalizing wastewater system project scope to obtain USFS approval for permit amendment to rehabilitate the Safety Roadside Rest Area (SRRRA). However, due to the uncertainty in obtaining approval in a timely manner, a programming year change from FY 16/17 to FY 17/18 is necessary. A Right of Way support decrease and Right of Way capital increase is needed to reimburse the USFS for their design plan review and for permit fees to the Regional Water Quality Control Board (RWQCB) for water testing. These changes are a net zero cost for the project.														
11	San Diego	8	9.0/15.3	In the cities of San Diego, La Mesa, and El Cajon, from west of Lake Murray Boulevard to Johnson Avenue. Pavement rehabilitation.	40870	1062	1112000017	201.121	2016/17	4 90	17,423	PA&ED PS&E RW Const	636 1,142 7 2,988	636 1,715 52 2,988
Comments: During the design process, a more refined scope and accurate estimate was established. As a result, support and Capital cost increases due to an increased in required ADA curb ramps. Also, an extensive pavement evaluation revealed additional dig-outs are now required. The scope reduction is being made to account for work that was being done by other projects. The scope reduction savings are being used to offset additional cost. These changes add \$707,000 to the cost of the project.														

2016 SHOPP Amendment 16H-002 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)														
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
11	San Diego	8	R0.1/R2.0 R0.1/2.0	In the city of San Diego, from west of Morena Boulevard to east of Hotel Circle North interchange ramps. Enhance striping and signage in westbound direction. In the city of San Diego, from 0.2 mile west of Morena Boulevard to 0.1 mile east of Hotel Circle North interchange ramps. Restripe westbound I-8, add an additional westbound lane and improve signage.	41480	1068	1112000193	201.010	2016/17	73 173	8,142 13,077	PA&ED PS&E RW Const	960 1,323 204 2,063	895 2,405 301 2,940
Comments: Underground utility conflicts and aerially deposited lead were discovered. Furthermore, high friction surface treatment, removal and replacement of a truss sign structure, additional grading/retaining wall and planting/irrigation are also needed for the project. These changes add \$7,026,000 to the cost of the project.														
11	San Diego	79	31.3/49.9	Near Warner Springs and Oak Grove, at various locations from Buena Vista Creek Bridge No. 57-0063 to Chihuahua Creek Bridge (No. 57-0014). Upgrade bridge rails. In San Diego County, at various locations from Buena Vista Creek Bridge to Chihuahua Creek Bridge. Rehabilitate bridge railing on five bridges.	41430	1123	1114000024	201.112	2016/17	2 0	2,187 2,587	PA&ED PS&E RW Const	330 1,064 4 830	330 1,326 0 892
Comments: There is a need for additional scope which includes earthwork to meet safety requirements for Midwest Guardrail, reconstruction of shoulders near bridges and drainage facilities. Increase support costs due to aerial deposited lead study, design change from Type 736 barrier to Type ST-10 barrier at two of the bridges. However, there is a decrease in Right of Way capital and support because Environmental Permits are no longer required. These changes add \$721,000 to the cost of the project.														
11	San Diego	45 VAR		In various cities, on various routes at various locations. Repair bridge decks, rails, and replace approach slabs.	2M820	1173	1115000099	201.119	2016/17	0	2,361 2,325	PA&ED PS&E RW Const	0 651 0 679	0 651 0 679
Comments: Repair work at three locations will be addressed on other projects. The downsize in scope reduced \$36,000 from the total cost of the project.														
11	San Diego	VAR		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.	40580	1022	1100020271	201.361	2017/18	90	4,394	PA&ED PS&E RW Const	841 1,856 134 1,120	841 1,856 134 1,678
Comments: The scope has changed to include more work locations, therefore the estimated number of working days has increased. This change adds \$558,000 to the cost of the project.														

2016 SHOPP Amendment 16H-002 Cost, Scope, Schedule and Technical Changes Includes Federal Emergency Relief Funds (\$ Thousands)														
Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
11	San Diego	VAR		In various cities, at various locations. Upgrade existing guide signs to current standards.	41910	1129	1114000125	201.170	2016/17	0	10,674 11,571	PA&E PS&E RW Const	640 1,224 5 1,486	640 1,334 0 986
Comments: The PS&E support cost and Construction capital cost have increased because the number of signs needing replacement have increased. However, Right of Way support and Construction support have decreased due to no right of way impacts and a decrease in the level of construction complexity. These changes add \$505,000 to the cost of the project.														
11	San Diego	VAR		In various cities, at various locations. Upgrade existing guide signs to current standards.	41911	1130	1114000126	201.170	2016/17	0	10,593	PA&E PS&E RW Const	640 1,224 5 1,486	640 1,224 0 986
Comments: Right of Way and Construction support have decreased due to no right of way impacts and a decrease in the level of construction complexity. These changes reduced \$505,000 from the total cost of the project.														
12	Orange	39	1.8	In the city of Huntington Beach, at Utica Avenue. Intersection improvement.	0N990	3104	1215000017	201.010	2017/18	45 56	580 569	PA&E PS&E RW Const	117 293 94 293	117 330 210 293
Comments: Additional work is needed for condemnation, increasing Right of Way capital and support costs, as well as an increase to design to support the condemnation process. An updated construction capital estimate will decrease the offsets the right of way condemnation cost increases. These changes add \$153,000 to the cost of the project.														
12	Orange	57	10.7/16.6	In the cities of Orange, Anaheim and Placentia, from Route 5 to north of Orangethorpe Avenue. Upgrade Transportation Management System.	0N900	2530J	1215000007	201.315	2019/20	0	2,020	PA&E PS&E RW Const	150 400 50 380	150 400 50 380
Comments: Combine Project EA 04-0P420, EA 04-0P410 and EA 04-0N900 into Project EA 04-0P42U.														
12	Orange	94	R2.6/7.2	In the cities of Buena Park, Anaheim and Fullerton, from Route 39 (Beach Boulevard) to North Kraemer Boulevard. Upgrade Transportation Management System.	0P410	4532	1215000099	201.315	2019/20	0	3,200	PA&E PS&E RW Const	180 590 50 580	180 590 50 580
Comments: Combine Project EA 04-0P420, EA 04-0P410 and EA 04-0N900 into Project EA 04-0P42U.														
12	Orange	142	R0.8/2.9	In and near Brea, from Route 90 to east of Brea Hills Avenue. Pavement rehabilitation.	0N600	5364	1214000066	201.121	2016/17	6,826 1,005	5,750	PA&E PS&E RW Const	0 2,040 600 2,490	0 2,040 780 2,490
Comments: The Right of Way capital scope was reduced, in order to coordinate with the local agency in transferring property rights; this will reduce the amount of right of way required. This change reduced \$5,541,000 to the cost of the project.														

2016 SHOPP Amendment 16H-002
 Cost, Scope, Schedule and Technical Changes
 Includes Federal Emergency Relief Funds
 (\$ Thousands)

Dist	County	Route	Post Miles	Description/Location	EA	PPNO	EFIS	Prog Code	FY	RW	Const	Support		
12	Orange	5 VAR	33.0/43.2 VAR	In the cities of Orange, Anaheim, Santa Ana, Fullerton and Buena Park, from Main Street to Stanton Avenue. Install and modify Intelligent Transportation System elements. In the cities of Orange, Anaheim, Santa Ana, Fullerton and Buena Park, from PM 33.0 to PM 43.2, also on Route 57, from PM 10.7 to PM 16.6, also on Route 91, from PM R2.6 to PM R4.1 and PM 0.0 to PM 7.2. Install and modify Intelligent Transportation System (ITS) elements.	0P420 0P42U	2859B	1215000098 1215000097	201.315	2019/20	0	3,600 8,820	PA&ED PS&E RW Const	170 770 80 480	1,323 2,030 180 2,030
Comments: Combine Project EA 12-0P420, EA 12-0P410 and EA 12-0N900 into Project EA 04-0P42U. There are cost increases to PA&ED, PS&E and Construction support due to procuring an A&E contract, developing a charter and a complex concept of operations (ConOps) and completing a MOU with local agencies. These changes add \$1,683,000 to the cost of the project.														
12	Orange	22	R3.9/R10.8	In the cities of Garden Grove, Orange and Santa Ana, from Route 39 (Beach Boulevard) to Route 5. Modify ramps and add auxiliary lane.	0M900	2941	1213000017	201.010	2017/18	20	10,522	PA&ED PS&E RW Const	950 2,000 200 2,100	1,641 2,000 200 2,100
Comments: The project required aerial topographic mapping and additional environmental and traffic studies are required to complete preliminary design and the environmental document. These changes add \$691,000 to the cost of the project.														

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.1a.(2b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **SHOPP AMENDMENT 16H-004**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the requested State Highway Operation and Protection Program (SHOPP) Amendment 16H-004; in accordance with Senate Bill 486 which requires the Commission to approve any changes or new projects amended into the SHOPP.

ISSUE:

Since the May 2016 report to the Commission, the Department recommends that the Highway 17 Wildlife Crossing near Scotts Valley be amended into the 2016 SHOPP, as summarized in Attachment 1. The amendment noted below would be funded from the Advanced Mitigation Reservation. This amendment into the SHOPP will provide only project development funding for the environmental (PA&ED) and design (PS&E) phases. Right of Way and Construction phases will be locally funded via a November 2016 county-wide sales tax measure and private sources affiliated with Land Trust of Santa Cruz County. The California Department of Fish and Wildlife has committed to working with the Department to identify mitigation that could apply to future Department projects within the area.

2016 SHOPP Summary of New Projects by Category	No.	FY 2016/17 (\$1,000)	FY 2017/18 (\$1,000)	FY 2018/19 (\$1,000)	FY 2019/20 (\$1,000)
Advance Mitigation	1				\$2,751
Total Amendments	1				\$2,751

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-00-13, 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.

Attachment

List of New 2016 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.
Collision Reduction						
2593	5-SCR-17 9.4/9.6 1G260 05 1400 0131	0.06 mile south of Laurel Road to 0.25 mile north of Laurel Road. Construct wildlife undercrossing. FCO for PA&ED and PS&E only. Local contributions to fund remaining components. PAED: 09/01/17 R/W: 10/01/19 RTL: 03/24/20 BC: 11/03/20	\$ 0 (R/W) \$ 0(C)	19/20	PA & ED \$739 PS & E \$2,013 RW Sup \$0 Con Sup \$0 <hr/> Total \$2,751	201.010 Assembly: 29 Senate: 17 Congress: 18 1 Location



State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
Director's Office
1416 Ninth Street, 12th Floor
Sacramento, CA 95814
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director



March 3, 2016

Kome Ajise
Chief Deputy Director
California Department of Transportation
P.O. Box 942873
Sacramento, CA 94273-0001

Dear Mr. Ajise:

Subj: Highway 17 Laurel Curve

Thank you for our recent conversation regarding planning for a wildlife crossing at the Laurel Curve on Highway 17, Santa Cruz County. Providing strategic and targeted connectivity for wildlife across the state's transportation network is an important topic that the Department of Fish and Wildlife (Department) is committed to addressing.

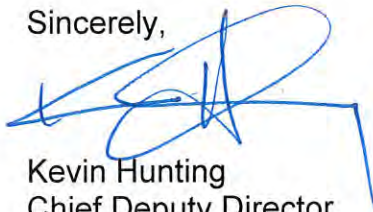
I understand Caltrans is interested in potentially funding part of a wildlife crossing solution near Laurel Curve using Advance Mitigation funding comprised of dollars earmarked for investment in conservation and mitigation for future transportation projects. During our conversation, you also mentioned that Caltrans is attempting to identify additional non-state funding sources to help finance this project which could reduce the reliance upon the Caltrans Advance Mitigation funding. We further agreed that while the Advance Mitigation funding concept is an important part of transportation planning and project funding, it is a policy construct within Caltrans that the Department wholly supports but for which it cannot provide explicit commitments without additional legislative authority to do so. However, as part of our commitment to move forward on the this particular project, I've asked staff in our regional office to actively engage with local Caltrans staff to identify and quantify wildlife values associated with the project, including wildlife corridor values, that could potentially provide mitigation for similar elements of other future Caltrans projects in a defined and agreed upon geographic area that encompasses the project site.

In this way, despite our lack of explicit authority for advanced mitigation crediting, we can provide reassurance and a commitment to work through evaluating project impacts and compensation in a way that may provide for broader use of the Caltrans Advance Mitigation funding base. Wildlife crossings and corridors provide important benefits for many populations of California's native species, and we'll continue to engage with Caltrans on this project as planning proceeds.

Kome Ajise, Chief Deputy Director
California Department of Transportation
March 3, 2016
Page 2

We value the opportunity to work with Caltrans to identify ways to work together most effectively on projects that provide benefits for both public safety and wildlife. Feel free to contact me as planning progresses on this project, or as other issues arise.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Kevin Hunting', with a stylized flourish extending to the right.

Kevin Hunting
Chief Deputy Director

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 4.6
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **AMENDMENT TO RESOLUTION G-05-05 DELEGATION OF AUTHORITY TO SUB-ALLOCATE AND ADJUST MINOR CAPITAL CONSTRUCTION PROJECTS**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve Resolution G-05-16 which would increase the limit for individual Minor A projects from \$1,000,000 to \$1,250,000. This new limit would become effective July 1, 2016.

ISSUE:

The current cost limit for Minor A projects is \$1,000,000 which was established in July 2005. Since 2005 the California Construction Index has increased 3.2 percent on average annually. The proposal is consistent with the changes that have occurred in this index.

BACKGROUND:

On July 14, 2005, the Commission adopted Resolution G-05-05 approving the increase of the limit for individual Minor A projects from \$750,000 to \$1,000,000 and delegating to the Department to sub-allocation and adjustment authority for capital construction projects. The resolution requires the Department to present its Minor Program to the Commission annually for review and approval. In addition, the resolution states that the following be included for projects to be allocated in the upcoming fiscal year;

- Project description, location, expenditure authorization (EA) number and performance measures.
- Program sum for day labor (material acquisitions only), right of way capital, construction capital and construction support.
- A lump sum amount for the construction capital and support costs and right-of-way capital of Minor B projects.

This resolution does not address projects funded from SHOPP reservations (i.e. Safety and Emergency) that will continue to be presented to the Commission for individual project allocations.

Attachments

**CALIFORNIA TRANSPORTATION COMMISSION
(PROPOSED)**

**Delegation of Authority to the
Department of Transportation for
Sub-allocation and Adjustment of
Minor Capital Construction Projects**

**Resolution G-05-16
Amending Resolution G-05-05**

- 1.1 WHEREAS, the California Transportation Commission (Commission), pursuant to Streets and Highways Code Section 167, is authorized to define minor capital outlay projects; and
 - 1.2 WHEREAS, the Commission, pursuant to Government Code Section 14533, shall allocate funds for transportation projects; and
 - 1.3 WHEREAS, the Commission, pursuant to Government Code Section 7 and 14512, may request that the Department of Transportation (Department) perform such work as the Commission deems necessary to carry out its duties and responsibilities; and
 - 1.4 WHEREAS, delegation to the Department of minor capital construction project sub-allocations and/or adjustment authority would streamline and help in the management of the Minor Construction Program; and
 - 1.5 WHEREAS, it is desirable to reduce Commission workload by minimizing the number of routine financial resolutions being processed.
- 2.1 NOW THEREFORE, BE IT RESOLVED, that the following policies shall be in effect for minor capital construction project allocations, sub-allocations and adjustments:
- A. In each biennial State Transportation Improvement Program (STIP) Fund Estimate the Commission will reserve funds for minor construction projects.
 - B. The Commission defines minor construction projects as having an upper limit of ~~\$1 million~~ **\$1,250,000** for construction.
 - C. Annually, the Department will present for Commission review and acceptance a Minor Construction Program. The Department's Minor Construction Program can be smaller than the STIP Fund Estimate minor construction reservation but in no event can it be larger.

- D. The Minor Construction Program will be supported by a Minor A project list that, at a minimum, will include the following information for each project:
1. Project description.
 2. District, county, route and post mile.
 3. Expenditure authorization (EA) number.
 4. **Performance measures.**
 5. **Estimated day labor expenditure.**
 6. Estimated right-of-way expenditure.
 7. **Estimated support expenditure.**
 8. Estimated construction expenditure.
- E. The Minor Construction Program will identify a lump sum estimate for right-of-way, construction and support expenditures for Minor B projects.
- F. The Minor Construction Program will contain the following total information:
1. A total program sum for right-of-way expenditure that will be reflected and enumerated as a separate line item in the Department's annual right-of-way allocation.
 2. A total program sum for construction expenditure.
 3. A total program sum for support expenditure.
 4. **A total program sum for day labor.**
- G. The Commission, in a lump sum, will annually allocate to the Department the total estimate needed for the Minor Construction Program construction expenditure.
- H. The Director of Transportation (Director) is authorized to sub-allocate the lump sum Minor Construction Program funds to individual Minor A projects that are enumerated on the Commission reviewed and accepted Minor A project list, and to Minor B projects.
- I. The Director is further authorized to increase individual project construction allocations to allow the advertisement, award and completion of contracts within the following limits:
1. For Minor A projects enumerated on the Commission reviewed and accepted Minor A project list, the Director may adjust the funds sub-allocated for construction provided that the adjustment does not exceed the estimated construction expenditure by more than \$200,000.
 2. For Minor B projects, the Director may adjust the funds sub-allocated for construction provided that the adjustment does not exceed 110 % of the Minor B project limit as defined under L. 2.

- J. Any adjustments that exceed the authorized limits described in item G above must be allocated by the Commission and does not establish a new funding capacity adjustment base for the project. All subsequent increases to the allocation must be presented to the Commission for approval.
- K. Any Minor A project identified by the Department after Commission review and acceptance of the Department's Minor A project list must be allocated by the Commission.
- L. The Minor Construction Program is reserved only for small State Highway Operation and Protection Program (SHOPP) type projects. The Commission will not accept any projects on the Minor A list that are capacity-increasing in nature, including bicycle and pedestrian facilities, soundwalls, and enhancements and mitigations for STIP projects nor to enhance and/or cover cost increases on STIP projects. The following additional procedures shall apply to Minor Construction Program projects:
 - 1. When funds required to complete a Minor A project are greater than authorized under item H above, the following procedures shall be followed:
 - a. When there has been no change in the scope of the project, any additional State funds will come from within the STIP Fund Estimate minor construction reservation.
 - b. When there is a change in the scope of the project, the project must compete for funding with other projects in the normal SHOPP programming process.
 - 2. The Minor B project limit is established to be consistent with the lower limit of the State Contract Act (SCA). The SCA is reviewed each even numbered year by the Department of Finance and adjusted to be consistent with change in the annual California Construction Index. The Commission authorizes the Director to change the Minor B project limit and the Minor A project lower limit to an amount equal to the lower limit of projects subject to the SCA as revised by the Department of Finance, and the Director shall inform the Commission of any such change within 45 days.
 - 3. The Director is authorized to sub-allocate funds for Minor B projects to individual Districts.
 - 4. Minor A financial contributions to STIP projects can only be allocated by the Commission and only after independent utility for the Minor A work and lack of responsibility by the STIP project sponsor for the Minor A work is established and approved by the Director under the

requirements of the Department's June 5, 2002, Minor A Project Policy memorandum.

5. Projects funded jointly with Minor A funds and other non-STIP or non-SHOPP funds shall be administered as Minor A projects, irrespective of the total cost of the project.

M. The Director shall report all Minor A project sub-allocations made under this delegation to the Commission at the next scheduled Commission meeting following the project sub-allocation. At a minimum the report will contain the following information:

1. Project description.
2. District, county, route and post mile.
3. Expenditure authorization (EA) number.
4. **Performance measures.**
5. Estimated construction expenditure as enumerated on the Commission reviewed and accepted Minor A project list.
6. Actual construction sub-allocation as authorized by the Director.
7. The Director will keep and report monthly a running balance against the Commission's annual minor construction program allocation and against the STIP Fund Estimate minor construction reservation.

CALIFORNIA TRANSPORTATION COMMISSION

Delegation of Authority to the Department of Transportation for Sub-allocation and Adjustment of Minor Capital Construction Projects

Resolution G-05-16 Amending Resolution G-05-05

- 1.1 WHEREAS, the California Transportation Commission (Commission), pursuant to Streets and Highways Code Section 167, is authorized to define minor capital outlay projects; and
 - 1.2 WHEREAS, the Commission, pursuant to Government Code Section 14533, shall allocate funds for transportation projects; and
 - 1.3 WHEREAS, the Commission, pursuant to Government Code Section 7 and 14512, may request that the Department of Transportation (Department) perform such work as the Commission deems necessary to carry out its duties and responsibilities; and
 - 1.4 WHEREAS, delegation to the Department of minor capital construction project sub-allocations and/or adjustment authority would streamline and help in the management of the Minor Construction Program; and
 - 1.5 WHEREAS, it is desirable to reduce Commission workload by minimizing the number of routine financial resolutions being processed.
- 2.1.1 NOW THEREFORE, BE IT RESOLVED, that the following policies shall be in effect for minor capital construction project allocations, sub-allocations and adjustments:
 - A. In each biennial State Transportation Improvement Program (STIP) Fund Estimate the Commission will reserve funds for minor construction projects.
 - B. The Commission defines minor construction projects as having an upper limit of \$1,250,000 for construction.
 - C. Annually, the Department will present for Commission review and acceptance a Minor Construction Program. The Department's Minor Construction Program can be smaller than the STIP Fund Estimate minor construction reservation but in no event can it be larger.

- D. The Minor Construction Program will be supported by a Minor A project list that, at a minimum, will include the following information for each project:
1. Project description.
 2. District, county, route and post mile.
 3. Expenditure authorization (EA) number.
 4. Performance measures.
 5. Estimated day labor expenditure.
 6. Estimated right-of-way expenditure.
 7. Estimated support expenditure.
 8. Estimated construction expenditure.
- E. The Minor Construction Program will identify a lump sum estimate for right-of-way, construction and support expenditures for Minor B projects.
- F. The Minor Construction Program will contain the following total information:
1. A total program sum for right-of-way expenditure that will be reflected and enumerated as a separate line item in the Department's annual right-of-way allocation.
 2. A total program sum for construction expenditure.
 3. A total program sum for support expenditure.
 4. A total program sum for day labor.
- G. The Commission, in a lump sum, will annually allocate to the Department the total estimate needed for the Minor Construction Program construction expenditure.
- H. The Director of Transportation (Director) is authorized to sub-allocate the lump sum Minor Construction Program funds to individual Minor A projects that are enumerated on the Commission reviewed and accepted Minor A project list, and to Minor B projects.
- I. The Director is further authorized to increase individual project construction allocations to allow the advertisement, award and completion of contracts within the following limits:
1. For Minor A projects enumerated on the Commission reviewed and accepted Minor A project list, the Director may adjust the funds sub-allocated for construction provided that the adjustment does not exceed the estimated construction expenditure by more than \$200,000.
 2. For Minor B projects, the Director may adjust the funds sub-allocated for construction provided that the adjustment does not exceed 110 % of the Minor B project limit as defined under L. 2.

- J. Any adjustments that exceed the authorized limits described in item G above must be allocated by the Commission and does not establish a new funding capacity adjustment base for the project. All subsequent increases to the allocation must be presented to the Commission for approval.
- K. Any Minor A project identified by the Department after Commission review and acceptance of the Department's Minor A project list must be allocated by the Commission.
- L. The Minor Construction Program is reserved only for small State Highway Operation and Protection Program (SHOPP) type projects. The Commission will not accept any projects on the Minor A list that are capacity-increasing in nature, including bicycle and pedestrian facilities, soundwalls, and enhancements and mitigations for STIP projects nor to enhance and/or cover cost increases on STIP projects. The following additional procedures shall apply to Minor Construction Program projects:
 - 1. When funds required to complete a Minor A project are greater than authorized under item H above, the following procedures shall be followed:
 - a. When there has been no change in the scope of the project, any additional State funds will come from within the STIP Fund Estimate minor construction reservation.
 - b. When there is a change in the scope of the project, the project must compete for funding with other projects in the normal SHOPP programming process.
 - 2. The Minor B project limit is established to be consistent with the lower limit of the State Contract Act (SCA). The SCA is reviewed each even numbered year by the Department of Finance and adjusted to be consistent with change in the annual California Construction Index. The Commission authorizes the Director to change the Minor B project limit and the Minor A project lower limit to an amount equal to the lower limit of projects subject to the SCA as revised by the Department of Finance, and the Director shall inform the Commission of any such change within 45 days.
 - 3. The Director is authorized to sub-allocate funds for Minor B projects to individual Districts.
 - 4. Minor A financial contributions to STIP projects can only be allocated by the Commission and only after independent utility for the Minor A work and lack of responsibility by the STIP project sponsor for the Minor A work is established and approved by the Director under the

requirements of the Department's June 5, 2002, Minor A Project Policy memorandum.

5. Projects funded jointly with Minor A funds and other non-STIP or non-SHOPP funds shall be administered as Minor A projects, irrespective of the total cost of the project.

M. The Director shall report all Minor A project sub-allocations made under this delegation to the Commission at the next scheduled Commission meeting following the project sub-allocation. At a minimum the report will contain the following information:

1. Project description.
2. District, county, route and post mile.
3. Expenditure authorization (EA) number.
4. Performance measures.
5. Estimated construction expenditure as enumerated on the Commission reviewed and accepted Minor A project list.
6. Actual construction sub-allocation as authorized by the Director.
7. The Director will keep and report monthly a running balance against the Commission's annual minor construction program allocation and against the STIP Fund Estimate minor construction reservation.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 4.8
Action Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: AMENDMENTS TO PROJECTS IN THE 2016 SHOPP APPROVED UNDER
RESOLUTION G-16-14
RESOLUTION G-16-22, AMENDING RESOLUTION G-16-14

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve Resolution G-16-22 to allow the Department to correct, revised and amend projects currently programmed in 2016 State Highway Operation and Protection Program (SHOPP), which was approved at the May 2016 Commission meeting. Commission approval is required, in accordance with Senate Bill 486, which stipulates that the Commission approve any changes or new projects amended into the SHOPP.

ISSUE:

The Department recommends that the 106 programmed support components be amended in the 2016 SHOPP, as summarized in the table below and as shown in Attachment 1. The amendments noted below would be funded from 2016 SHOPP programming capacity.

Component	No.	FY 2016-17 (\$1,000s)	FY 2017-18 (\$1,000s)	FY 2018-19 (\$1,000s)	FY 2019-20 (\$1,000s)	Total (\$1,000s)
PA&ED	73	15,589	42,656	2,979	1,207	62,431
PS&E	31	17,165	15,805	736	0	33,706
RW Support	2	520	450	0	0	970
Total	106	33,274	58,911	3,715	1,207	97,107

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.

Senate Bill 486, approved by Governor September 30, 2014, requires Commission approval of projects amended into the SHOPP.

Attachment

List of Support Component Amendments

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Attachment 1

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Dist	Co	Route	PM/PM	EA	Project ID	PPNO	FY	Programmed (\$1,000s)		
								Component	Existing	Proposed
01	HUM	101	79.8/84.7	0E000	0113000091	2376	2018/19	PA&ED	1,100	1,480
<p>The National Oceanic and Atmospheric Administration (NOAA) Fisheries is requesting more Biological Assessment information than what was originally anticipated during the PA&ED phase, resulting in increased support cost.</p>										
01	LAK	29	28.5/31.6	29811	0114000043	3099	2017/18	PA&ED	500	4,000
<p>At the time the project was programmed, the Draft Environmental Document (DED) milestone had been met through a 2007 draft circulation. It was assumed that the \$500,000 programmed for PA&ED would be sufficient to finalize the environmental document. However, shortly after the project was programmed in 2014, it was determined that a partial recirculation of the DED was needed because of new information on (1) adverse impacts to three endangered plant species and (2) the elimination of vernal pool areas.</p> <p>The proposed additional support will cover the cost for this environmental effort, including updating environmental studies, public outreach, coordination, and support for Design. In addition, geotechnical investigations have been added to the PA&ED phase.</p>										
01	MEN	1	43.3/44.2	40110	0100000154	4490	2017/18	PA&ED	3,650	4,225
<p>Coordination is needed with the Department of Toxic Substances Control on Preliminary Endangerment Assessment for shallow soil and groundwater impacts resulting from leaching of wood timber treatment chemicals and bridge painting and related activities. In addition, the Department has encountered lengthy negotiations with the California Coastal Commission and Mendocino County obtaining permits to enter to gather soil samples on private property, regarding the jurisdiction boundary determination affect on the geotechnical investigation, the alternatives analysis for selection of drill sites and on the analysis of environmentally sensitive habitat areas. Also, additional staff time will be needed for responding to ongoing community opposition to bridge replacement alternatives, and numerous extensive public record requests.</p>										
01	HUM	254	6.8/42.1	40950	0100000158	2270	2017/18	PA&ED	266	513
<p>At the time the project was originally programmed, the need for environmental studies and pre-design work to analyze and reduce impacts to Giant Redwood tree roots was not anticipated. These new studies will require more PA&ED resources.</p>										
01	MEN	1	48.0/62.1	43480	0100000672	4507	2017/18	PA&ED	1,790	3,392
<p>An updated Advanced Planning Study (APS) was required on four bridge sites to analyze seismic retrofit strategy not originally addressed in initial Advance Planning Study. As a result, extensive ongoing consultation is needed with regulatory agencies on a full range of alternatives for replacement of the bridge versus bridge widening, rail upgrade and seismic retrofit. In addition, consultation with regulatory agencies on temporary and permanent impacts and mitigation requirements resulting from construction on multiple alternatives on four bridge sites will be needed.</p>										

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to enhance California's economy and livability"*

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Dist	Co	Route	PM/PM	EA	Project ID	PPNO	FY	Programmed (\$1,000s)		
								Component	Existing	Proposed
01	DN	101	36.1/	43640	0100000193	0100V	2016/17	PA&ED	7,000	10,942
<p>Completion of the environmental studies and consultations with resource and regulatory agencies will take longer than previously anticipated, due to the complexities involved in staging and constructing the new bridge in this sensitive environmental setting within the Coastal Zone and over the Wild and Scenic Smith River. Regulatory agencies are also asking additional unexpected questions that will require additional time and effort to answer.</p>										
01	MEN	271	17.7/18.0	0A840	0113000058	4545	2017/18	PA&ED	644	1,588
<p>Geotechnical investigations have been completed and the preliminary structures design has begun in the PA&ED phase to expedite overall project delivery timeline. However, more extensive environmental analyses are being required by the regulatory agencies than originally expected when project was programmed. Task Order memos are being developed to identify bat species, conduct paleontological review and evaluate wetland conditions in compliance with the regulatory agencies.</p>										
01	MEN	162	16.1	0B550	0112000137	4555	2016/17	PS&E	1,485	1,865
<p>The magnitude of the landslide at the project site was larger and more complex than originally anticipated earlier during project development. These site characteristics identified later contributed to additional Design support resources being required as this storm damage project evolved.</p>										
01	MEN	253	1.5/1.8	0B560	0112000138	4556	2016/17	PA&ED	59	319
<p>The identification of Naturally Occurring Asbestos at the project location required additional design and environmental consideration and resources than originally anticipated. The area and magnitude of the landslide was also more extensive than initially anticipated and as a result, required more technical studies to be performed. These additional studies, in combination with the remote location, resulted in higher support costs. In addition, once wetland areas were delineated, additional design adjustments were made to avoid them.</p>										
01	MEN	253	1.5/1.8	0B560	0112000138	4556	2016/17	PS&E	177	1,320
<p>The identification of Naturally Occurring Asbestos at the project location required additional geotechnical, design, structural design and environmental resources than originally anticipated. The area and magnitude of the landslides were also more extensive than initially anticipated and as a result, required additional resources for delivery of this storm damage project.</p>										
01	DN	199	33.4	0C470	0112000287	1094	2017/18	PA&ED	158	864
<p>Additional PA&ED resources are required due to the need for additional environmental analysis and pre-design work needed to deal with water supply issues and the need for a new power source; issues that were not known (or accounted for in support resources) at the time of programming. It is now known that a domestic water use permit will need to be obtained, which will require additional resources as well.</p>										

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Dist	Co	Route	PM/PM	EA	Project ID	PPNO	FY	Programmed (\$1,000s)		
								Component	Existing	Proposed
02	PLU	70	11.5/11.9	0H450	0215000017	3578	2017/18	PA&ED	360	690
<p>The risk plan identified a "risk" regarding a rock wall that needed to be removed as it could be considered historical and would require significantly more time for State Historic Preservation Officer coordination. To keep this safety project on schedule, the project team decided to avoid this historical resource by realigning the roadway away from it. In order to avoid this particular wall, the project will require a new wall and support resources for geotechnical drilling and evaluations. Additional support resources are needed to provide an elevated environmental document, based on coordination with the Department of Fish and Wildlife regarding permits required for drainage system work.</p>										
02	LAS	36	6.1/14.3	4E460	0200020287	3468	2017/18	PA&ED	1,100	1,650
<p>Archeological artifacts were discovered within the project limits requiring additional environmental studies.</p>										
02	MOD	299	/	4F210	0212000072	3484	2017/18	PA&ED	610	1,400
<p>Additional environmental resources are needed to investigate for hazardous soils, the proximity of a historic building near the project location, a new local Fire Station ingress and egress needing modification, archeology evaluations, flood plane impacts, and impacts of the project to a public park.</p>										
02	LAS	36	7.2/7.4	4F560	0213000006	3512	2017/18	PA&ED	600	1,500
<p>Archeological artifacts were discovered within the projects limits. Hydraulic studies are requiring additional preliminary design, surveys and environmental efforts in order to address backwater conditions.</p>										
02	TEH	5	R25.4/	4F590	0213000010	3515	2019/20	PA&ED	1,105	1,592
<p>Additional resources are required to prepare a higher level environmental document than originally planned. Additional costs will be incurred due to the use of consultants for the environmental services.</p>										
02	SIS	263	57.1/	2E480	0200000586	3424	2017/18	PA&ED	1,800	2,700
<p>Design, Geotech, and Structure efforts shifted from the PS&E phase to the PA&ED phase to provide information needed for the environmental document. In addition the design change from a box girder structure to an arch type structure reduces the environmental impacts but increases the design cost of the project.</p>										
02	SIS	96	23.2/56.0	4C150	0213000132	3314	2017/18	PA&ED	500	1,200
<p>A budget increase is needed to negotiate the mitigation required by resource agencies. As the project limits are within the Tribal Lands of the Karuk Tribe, cultural studies will be necessary at each location. The cultural studies will be performed by consultants, which was not anticipated at the time of programming, adding additional costs for the PA&ED phase.</p>										

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Dist	Co	Route	PM/PM	EA	Project ID	PPNO	FY	Programmed (\$1,000s)		
								Component	Existing	Proposed
02	TRI	VAR	VAR	4G250	0213000094	3536	17/18	PA&ED	540	800
Six culverts will be replaced utilizing trenchless technology. Newly written guidelines require geotechnical borings at these locations to characterize the soil properties adequately for both proper selection of culvert material and to provide adequate information in the contract regarding soil properties. These guidelines were not in place when the project was programmed, therefore, geotechnical drilling was not resourced in the initial work plan.										
02	SHA	299	7.6/18.3	3E740	0200020160	3456	2019/20	PA&ED	3,480	4,200
As the number of potential archeological and biological impacts have significantly increased, additional biological and archeological consultants are needed to perform environmental studies.										
02	PLU	70	14.9	1C750	0200000080	3208	16/17	PS&E	1,460	1,820
Due to unforeseen PG&E and Federal Energy Regulatory Commission requirements consisting of: redesign of temporary construction access, redesign of permanent rock slope protection, and changes in construction staging, all to reduce the impact to power generation operations, additional design efforts are needed.										
02	TRI	36	26.7/27.1	4F860	0213000043	3526	17/18	PA&ED	970	1,420
Foundation drilling and geotechnical support are being performed during PA&ED instead of PS&E in an effort to reduce risks.										
03	YOL	80	2.4/R11.3	1F230	0300001109	6701	2018/19	PA&ED	100	734
This project began in 2010, was shelved, then re-programmed in 2014 with the assumption that only a revalidation of the previously completed environmental document was required. However, the scope of work and locations changed, due to ramp meter policy changes and other projects absorbing ramp meter locations. The ramp meter policy in effect in July 2010 did not require that an additional lane be provided for high-occupancy vehicles as it does today. The need to widen all proposed ramp locations per the current ramp meter policy has resulted in an increase in support costs.										
03	SAC	160	20.9/	3F090	0312000056	5832	2017/18	PA&ED	405	4,381
The initial resource estimate was based on planning level work with no information about the true seismic vulnerability of the structures. An assessment of resource needs has been made with the new scope. However, additional studies, including geotechnical drilling, were required before the scope could be determined; drilling requirements resulted in additional effort to obtain right of entry and geotechnical drilling permits. Training for geotechnical drillers and acquiring a specialist with required license to drill in Sacramento and San Joaquin Counties also contributed to the increased cost.										
03	SAC	99	4.9/	3F540	0313000136	6916	2017/18	PA&ED	298	872
An increase to PA&ED is needed to develop bridge replacement alternative at Lagoon Creek Bridges.										
03	NEV	80	19.0/19.4	3F920	0313000239	4296	2018/19	PA&ED	0	801
This project started as a minor project, but design changes have increased costs such that it needs to be programmed as a major project.										

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Dist	Co	Route	PM/PM	EA	Project ID	PPNO	FY	Programmed (\$1,000s)		
								Component	Existing	Proposed
03	NEV	80	19.0/19.4	3F920	0313000239	4296	2018/19	PS&E	100	416
This project started as a minor project, but design changes have increased costs such that it needs to be programmed as a major project.										
04	ALA	80	/	01411	0414000436	0064Q	2016/17	PS&E	1,500	5,000
The PS&E increase is due to unanticipated design changes due to conflicts with a water transmission line, a lengthy Fire Marshall review process, and new software modelling techniques.										
04	ALA	84	13.0/13.6	16030	0400000429	0084B	2017/18	PA&ED	4,000	6,500
Due to extensive comments and concerns raised by the public, and upon review of project history in the corridor and extensive comments on the draft EIR/CE, it was recommended in May 2015 that the document be elevated from the previous EIR/CE to an EIR/EA and recirculated for public review.										
04	ALA	84	13.0/13.6	16030	0400000429	0084B	2017/18	PS&E	5,000	6,000
An increase is needed due to additional design effort to mitigate environmental impacts (such as the provision of bat habitat in the bridge soffit), and to implement staging to minimize construction impacts. In addition, labor rates have increased as a result of a delay in the PA&ED schedule.										
04	SON	1	15.1/15.8	0A020	0400000129	0748E	2017/18	PA&ED	6,500	8,000
Additional support was not originally accounted for: 1. Piezometers to measure the ground water elevation to assess impacts to wetlands that feeds to wells that supply water to residences in the area; 2. Geotechnical investigations to finalize the selection of the preferred alternative; 3. Additional Public Informational meeting as requested by the community and local stakeholders; and 4. Additional coordination with Coastal Commission, Coastal Conservancy, Sonoma County to address their comments on the EIR/EA										
04	SOL	84	12.1/12.2	0G660	0400000343	0886	2018/19	PA&ED	1,836	3,000
The additional cost is related to consultations with the resource agencies, technical assessments needed that include value analysis, a sea level rise study and bathymetric survey, additional analysis and modification of multiple alternatives, and Advance Planning Study revisions.										
04	SF	1	6.0/	1A905	0414000340	1067C	2017/18	PA&ED	650	1,020
The increase is due to renegotiation with the San Francisco Public Utilities Commission to deviate from the original connection fee agreement, and for combining the NEPA/CEQA document with the Presidio Trust.										
04	SM	82	13.7/	1G020	0400002011	0686	2016/17	PA&ED	846	2,900
The City of Burlingame requested an 18-month operational pilot study to temporarily prohibit left turns from southbound CA-82 (El Camino Real) to eastbound Floribunda Avenue before Caltrans proceeds with finalizing PA&ED. The 18-month operations pilot study is in response to significant public comments following circulation of the DED. The cost increased to implement pilot study, review and update previous PA&ED studies, prepare supplemental reports, and modify and recirculate DED if a new alternative is proposed.										

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Dist	Co	Route	PM/PM	EA	Project ID	PPNO	FY	Programmed (\$1,000s)		
								Component	Existing	Proposed
04	SON	116	26.6/26.9	1G840	0400020616	0730E	2017/18	PS&E	660	750
Additional support cost is needed for community outreach and public informational meeting requested by the City's commerce department to inform downtown businesses and local consumers about the project and impacts during construction.										
04	SON	116	26.6/26.9	1G840	0400020616	0730E	2017/18	RW Sup	140	590
The programmed amount is not sufficient to acquire the needed 21 parcels from business owners, and to coordinate with four different utility companies										
04	SON	1	22.5/	1J750	0414000348	1481A	2017/18	PA&ED	280	551
Additional support cost is needed for coordination with the Department of Parks and Recreation, Coastal Commission, and Sonoma County that was not originally anticipated. In addition, an unanticipated task order for a biologist is now required.										
04	MRN	1	2.2/	1S558	0412000635	0312T	2016/17	PS&E	400	1,300
The project was redesigned to replace the concrete barrier with a metal beam guardrail to avoid conflict with a proposed drainage system. The change required rework of retaining wall foundation design.										
04	SON	1	24.3/24.4	2J540	0414000527	1485P	2017/18	PA&ED	780	1,200
Additional support cost is needed for coordination with the Department of Parks and Recreation, Coastal Commission, and Sonoma County that was not originally anticipated. In addition, an unanticipated task order for a biologist is now required.										
04	NAP	121	20.5/20.7	2J570	0414000530	1485Q	2017/18	PA&ED	372	600
Additional design effort and field visits are required to minimize the environmental impacts and costs due to construction operations, staging, and need for access road.										
04	CC	4	48.1/48.3	2J590	0414000535	1484C	2017/18	PA&ED	334	894
PA&ED was not adequately budgeted to evaluate the four alternatives identified.										
04	SF	101	2.0/	3G620	0412000141	0587D	2017/18	PA&ED	2,400	4,000
More effort was needed for additional alternatives, traffic studies and Advance Planning Study to minimize traffic impacts at the critical 101/280 Junction in San Francisco. Consultants & construction experts were employed to review design alternatives, constructability, and schedules.										
04	SCL	9	4.9/	3G630	0412000409	0386F	2017/18	PA&ED	1,200	2,800
Since Saratoga Creek Bridge is over a 100 years old and eligible for National Register of Historic Places and California Register of Historical Resources, the two alternatives in the Project Initiation Document have been expanded to six to address potential impacts to natural features of the area, local businesses, adjacent properties, nearby communities, City of Saratoga and Saratoga Spring Picnic Resort.										
04	SF	1	R0.0/R6.9	4C130	0400001180	0585E	2017/18	PA&ED	294	800
Due to partnering efforts and negotiations with the City and County of San Francisco, the project scope has changed numerous times, resulting in an increase in support costs.										

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Dist	Co	Route	PM/PM	EA	Project ID	PPNO	FY	Programmed (\$1,000s)		
								Component	Existing	Proposed
04	ALA	80	4.6/5.7	4G230	0412000357	1003J	2016/17	PA&ED	122	343
The project was originally programmed with support estimates on the low end considering the complexity and scope of the project at time of programming. The increase is due to additional field reviews, environmental studies, and addressing community concerns now needed for the project.										
04	SON	116	31.0/31.3	4G380	0412000463	0817Q	2017/18	PA&ED	720	1,197
The increase is due to a design change from a culvert replacement to constructing a single span bridge over a creek. Therefore, additional environmental studies are needed for the new bridge.										
04	SOL	12	19.2/	4G560	0412000504	8060A	2017/18	PA&ED	594	1,174
The additional support cost is due to environmental field surveys now required and staff learning new roundabout design software.										
04	SM	1	4.2/4.4	4G650	0412000624	0045Q	2016/17	PA&ED	700	1,200
The additional support cost is due to an effort to consider adding high priority fish passage locations into the scope and evaluating alternatives.										
04	SCL	101	17.8/41.1	4G950	0413000235	0086X	2016/17	PS&E	310	1,721
Increase in PS&E support is due to differing site conditions, additional surveys & potholing.										
04	SOL	80	1.1/R25.1	4G960	0413000147	0481C	2016/17	PS&E	450	866
The project's delivery was accelerated by two years. Advancing the project required additional resources from the various functional units. Additional surveys were also needed to prepare drainage design and grading plans for the gore areas. Also, the Project Initiation Document (PID) did not identify the need for detours.										
04	CC	4	0.0/T31.5	4G980	0413000122	0481D	2016/17	PA&ED	330	950
The project team determined that the Project Initiation Document did not account for additional efforts to prepare preliminary plans, a more detailed storm water data report, extensive field site investigations at each of the maintenance vehicle pullout (MVP) and gore locations, and coordination with maintenance staff to relocate several MVP locations to avoid impacts to environmentally sensitive areas. Additional work was also not considered in the PID, which include the preparation of a Biological Assessment (BA) to be submitted to the U.S. fish and Wildlife Service (USFWS), since half of the project is located within close proximity to occurrences of endangered species.										
04	SON	12	25.8/33.3	4H050	0413000080	0269M	2017/18	PA&ED	1,000	1,519
The resource agency rejected the placement of rock slope protection along a creek. Therefore, additional support costs are needed to prepare new design strategy, gather additional survey information 400 feet upstream and downstream along creek.										
04	NAP	29	13.5/25.5	4H200	0413000258	0378E	2016/17	PA&ED	510	1,500
There are sensitive historic and prehistoric cultural resources within the project limits which need to be studied and evaluated and were not accounted for in the Project Initiation Document.										
04	SM	1	37.9/R48.0	4H210	0413000140	0636S	2016/17	PA&ED	500	1,400
Due to discovery of protected species, additional support is needed for environmental studies.										
04	ALA	580	R41.4/R41.5	4H260	0413000123	0133H	2016/17	PS&E	462	890

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

List of Support Component Amendments

Reference No.: 4.8

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Dist	Co	Route	PM/PM	EA	Project ID	PPNO	FY	Programmed (\$1,000s)		
								Component	Existing	Proposed
Additional support is needed to address the City of Oakland's review comments of the PS&E package, which is 65% complete, and to perform design modifications, resolve utility conflicts, and revise the traffic control plans based on those comments.										
04	ALA	880	11.9/27.5	4H580	0413000162	0483W	2016/17	PS&E	2,700	5,200
This Project requires additional field inspections in response to lessons learned on other guardrail and curb ramp projects in the area to minimize utility and other conflicts during construction. Also, there is an increase due to scope refinement and coordination with other projects.										
04	SCL	152	6.1/R35.2	4H860	0413000292	0487N	2016/17	PA&ED	108	457
The original programmed PA&ED budget was significantly underestimated for the project limits that extend over 26 miles on a highly sensitive environmental corridor. The cost increase was due to additional environmental studies.										
05	MON	101	62.1/63.2	0F970	0513000017	9700	2017/18	PS&E	1,416	2,006
The cost increase was due to complicated Union Pacific Transport Company (UPTC) negotiations.										
05	SLO	1	32.6/32.6	0L721	0515000097	0072	2017/18	PA&ED	972	1,424
Technical studies, including archaeological site testing, required more effort than originally scoped.										
05	SLO	1	34.5/	0L722	0515000098	0072A	2017/18	PA&ED	972	1,399
Technical studies, including archaeological site testing, required more effort than originally scoped.										
05	SLO	58	3.1/	0L723	0515000099	0072B	2017/18	PA&ED	973	1,419
Technical studies will require more effort than expected. Also, there was difficulty getting rights of entry onto ranch property within the project location.										
05	MON	68	L4.0/R18.1	0N190	0513000142	4019	2016/17	PS&E	480	787
The cost increase is due to numerous field visits and design adjustments now requested due to the type of work and number of locations of the project.										
05	SCR	1	10.2/17.5	1C850	0512000240	2432	2017/18	PA&ED	147	606
Forty-seven curb ramps were loosely scoped in the Project Initiation Document. However, additional field surveys and detailed design hours are now required to determine the environmental impacts and Right of Way requirements.										
06	FRE	168	R0.0/R11.7	0E350	0612000136	1772	2016/17	PS&E	411	830
Additional work was added to the scope, that includes relocating 13 controller cabinets that are presently located in the gore areas to the top of the ramps, as well as fiber optic cabling and communication conduits.										
06	TUL	201	/	0H200	0612000157	6521	2016/17	PS&E	2,905	3,900
An updated estimate was needed to provide resources for additional specialty units that were not initially programmed. Also, the project design has been refined to address concerns from contested property owners.										

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Dist	Co	Route	PM/PM	EA	Project ID	PPNO	FY	Programmed (\$1,000s)		
								Component	Existing	Proposed
06	KER	155	1.5/	0P290	0612000106	6636	2016/17	PS&E	722	1,100
<p>Due to the complexity of the project, PS&E is projected to overrun the programmed budget. The project proposes a roundabout, which is a relatively new concept in the district. Therefore, additional resources were needed to get the project staff educated on the roundabout design features. Furthermore the design of the roundabout went through many iterations before it was acceptable to reviewers.</p>										
06	KER	58	R55.4/R59.7	0S470	0615000048	6730	2016/17	PA&ED	616	966
<p>Due to an environmental change of scope, from having to obtain a Letter of Concurrence from USFWS to needing formal consultation and a Draft Environmental Document and Draft Project Report for the project, the PA&ED support cost increased.</p>										
06	MAD	41	36.3/40.8	0R160	0614000043	6716	2017/18	PA&ED	397	600
<p>Due to the need to prepare right of way engineering mapping, in this component as opposed to PS&E, to keep the project on schedule, the PA&ED support cost increased.</p>										
06	TUL	198	R11.7/R19.7	0S340	0614000114	3034	2016/17	PS&E	1,040	1,525
<p>After a field review with Maintenance staff, additional work was added to the scope that includes drainage in the median, inside shoulder widening and cross-slope correction. Also, additional surveys are now required to incorporate the new scope.</p>										
07	LA	1	1.0/	27540	0700000520	4165	2017/18	PA&ED	1,075	3,438
<p>The PAED support increase is due to the additional review needed to select the appropriate alternative. Since the existing bridge was originally constructed 60 years ago, the project team will need to extensively explore the alternatives of either retrofitting or replacing the bridge. Additional studies now include the necessary utility relocation alternatives, the impact from the expected mean sea level rise and other environmental studies for the alternatives. A value analysis and a life cycle analysis are needed to evaluate the alternatives and help determine which alternative is more beneficial and cost effective. The bridge service loading, seismic displacement and liquefaction will also be investigated to assist in selecting an alternative.</p>										
07	LA	1	7.7/9.2	28670	0700020923	4387	2016/17	PS&E	5,000	6,101
<p>The support increase is due to proposed locations being added and deleted based on field conditions at each location.</p>										
07	LA	19	4.0/8.4	28990	0712000015	4485	2016/17	PA&ED	300	836
<p>The support increase is due to a scope change and inclusion of utility relocations for upgrading curb ramps and sidewalks. The Project Initiation Document did not anticipate any relocation of utilities.</p>										

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Dist	Co	Route	PM/PM	EA	Project ID	PPNO	FY	Programmed (\$1,000s)		
								Component	Existing	Proposed
07	LA	101	30.9/38.1	29110	0712000068	4493	2016/17	PA&ED	200	616
<p>The increase in PA&ED support cost is due to surveys, utilities, and electrical work which were determined to be needed and were not originally anticipated in the Project Initiation Document. This project has 36 locations and many of them are far and scattered on Route 101 in Los Angeles and Ventura Counties, which contributed to higher survey and design cost. Also the relocation of electrical boxes, cabinets, traffic signal poles, street lighting poles, and upgrading of push-buttons required more utility and electrical design resources than originally planned.</p>										
07	VEN	33	7.6/	29130	0712000083	4496	2016/17	PA&ED	250	1,640
<p>The support cost has increased due to the very environmentally sensitive nature of the project. The Environmental Planning team, based on resource agency requirements, has requested 65% of the design details during the environmental phase in order to be able to conduct their work. In addition, some right of way support activities are needed to obtain the necessary permits to allow the Geotechnical team to conduct investigations and foundation recommendations.</p>										
07	LA	1	56.5/56.9	29140	0712000094	4498	2017/18	PA&ED	738	2,342
<p>During the PA&ED phase, a longer bridge alternative was introduced to the environmental studies to address the risk that the Coastal Commission may require a longer bridge to accommodate fish passage and restoration of the lagoon next to the bridge.</p>										
07	LA	5	25.7/	29230	0712000109	4505	2016/17	PA&ED	140	1,100
<p>The cost increase is due to the complexity of environmental permits, a bike detour, and studying the possibility of closing the ramp during construction.</p>										
07	LA	5	16.1/17.0	29640	0713000031	4594	2016/17	PS&E	699	1,540
<p>Specific locations were not identified in the Project Initiation Document. However, during the design phase, the identification of specific locations during the design phase required multiple field reviews, extensive as-built plan research, utility impact assessment, and safety coordination. The identified locations will also require additional effort by electrical design staff that was not accounted for in the original estimate.</p>										
07	LA	10	R14.0/19.0	29660	0713000057	4599	2016/17	RW Sup	30	550
<p>The support cost increase is due to coordination with a number of different railroad lines and the acquisition of a number of different parcels. The proposal to install catwalks to better accommodate Maintenance staff may require new agreements with the railroad companies to be prepared. There is also a possibility that the right of way acquisitions may involve the condemnation process. The proposed painting work will also require set-up areas which will affect various parking facilities located beneath the structure to be painted.</p>										
07	LA	110	23.6/30.0	29750	0713000194	4617	2016/17	PA&ED	363	897
<p>The original programmed support cost was based on having a Categorical Exemption for Environmental Clearance. However, because this project is located in a historical area, an Environmental Impact Statement or Environmental Assessment Report EIS/EA is now necessary.</p>										

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Dist	Co	Route	PM/PM	EA	Project ID	PPNO	FY	Programmed (\$1,000s)		
								Component	Existing	Proposed
07	LA	1	3.5/	29910	0713000302	4632	2016/17	PA&ED	89	478
<p>The Los Alamitos Traffic Circle has been identified as a potential historic property, which requires a thorough study to be in compliance with Section 106 of the National Historic Preservation Act. Reports are required on both the built environment and archaeology of the traffic circle. After preliminary background research, it was found that the traffic circle is potentially historically significant, as one of the first traffic circles (if not the first) built in the state. The Traffic Circle will likely be eligible for listing in the National Register of Historic Places, which means potential effects of the project to the historic property must be considered.</p>										
07	LA	60	R3.2/11.8	30110	0714000009	4699	2017/18	PA&ED	75	1,173
<p>Work that would typically be done during the PS&E phase was done during the PA&ED phase.</p>										
07	LA	60	R3.2/11.8	30110	0714000009	4699	2017/18	PS&E	5,105	7,751
<p>The original estimate assumed existing survey data could be used. Upon further investigation, it was determined that the old survey data was incomplete and inadequate. Therefore, new surveys are required. In addition, the original estimate did not account for right of way impacts related to curb ramps.</p>										
07	LA	10	2.1/18.4	30150	0714000020	4700	2017/18	PS&E	2,387	7,462
<p>Additional field work is required to perform surveys, coordinate right of way needs and to address utility conflicts.</p>										
07	LA	187	3.5/8.9	30300	0713000493	4691	2017/18	PS&E	700	3,631
<p>In the Project Initiation Document, 150 curb ramps were identified. However, during the PS&E phase, a thorough review was done and identified an additional 137 curb ramps. Also, it was determine that there would be a need for right of way acquisition and utility relocations.</p>										
07	LA	138	46.7/50.0	30740	0714000219	4769	2017/18	PS&E	828	1,329
<p>The project proposes to include deferred pavement work and to upgrade the existing nonstandard curb ramps to meet the current standards. In addition the Project Initiation Document underestimated the workload involved in utility investigations, field surveys, research of existing right of way, and drainage systems modifications.</p>										
07	LA	605	R15.5/R19.5	30770	0714000221	4772	2016/17	PS&E	164	637
<p>The project was programmed with limited field data and the assumption that utility conflicts and right of way requirements would be minimal. During the PS&E phase it was determined that utility conflicts and right of way requirements will be significant.</p>										
07	LA	14	R25.5/R35.0	31230	0715000063	4833	2017/18	PA&ED	270	1,310
<p>The project was programmed with limited field data. Additional resources and needed to perform field surveys and inspections at each of location.</p>										

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Dist	Co	Route	PM/PM	EA	Project ID	PPNO	FY	Programmed (\$1,000s)		
								Component	Existing	Proposed
07	LA	5	R81.8/R87.8	31250	0715000065	4835	2017/18	PA&ED	900	1,545
<p>The original proposal to construct bioswales at most locations is not feasible due to the non-existence of irrigation lines at those locations. Therefore, alternate solutions like biofiltration trenches are currently being considered instead of bioswales. This change in design has increased the cost of geotechnical work because more drilling is involved in the design of the biofiltration trenches at each location. Also the Hazardous Waste support cost has increased due to this change.</p>										
07	LA	5	R75.0/R81.8	31260	0715000067	4836	2017/18	PA&ED	950	1,498
<p>The original proposal to construct bioswales at most locations is not feasible due to the non-existence of irrigation lines at those locations. Therefore, alternate solutions like biofiltration trenches are currently being considered instead of bioswales. This change in design has increased the cost of geotechnical work because more drilling is involved in the design of the biofiltration trenches at each location. Also the Hazardous Waste support cost has increased due to this change.</p>										
07	LA	14	35.0/R53.5	31280	0715000069	4838	2017/18	PA&ED	240	1,310
<p>The project was programmed with limited field data. Additional resources and needed to perform field surveys and inspections at each of location.</p>										
07	LA	110	R0.8/24.1	3009U	0714000238	4681	2016/17	PA&ED	550	1,439
<p>The support cost increased due to additional storm water treatment locations needed and having to produce a full fledged Storm Water Pollution Prevention Plan instead of a Short Form that had been planned based on the original scope of work.</p>										
08	RIV	74	17.5/25.7	1E070	0813000141	0054K	2016/17	PA&ED	295	584
<p>The existing as-built topography had to be merged with the design "as-built" plans (i.e. roadway, contour, pavement delineation, etc.) to generate the base map topography for design. The decision to proceed with this option was to avoid requesting a full survey data, which will delay the schedule substantially. In addition, some of the work that is traditionally done in the PS&E phase is being done in the PA&ED phase.</p>										
08	SBD	60	0.9/2.9	0F030	0800020358	0033E	2017/18	PA&ED	1,013	2,243
<p>The environmental document was originally anticipated as an IS/CE, but is now an IS/EA. As a result, additional resources will be used in the PA&ED phase to also do design work.</p>										
08	SBD	10	R36.9/R39.1	0K293	0812000100	0163C	2017/18	PS&E	1,246	2,290
<p>During the design phase, a decision was made to change the strategy for this rehabilitation project. It is no longer a crack seal and overlay project, instead the number 2 and 3 lanes in the westbound direction will be replaced. Therefore, additional resources for design work is needed.</p>										
08	RIV	60	R6.9/R12.2	0Q753	0812000108	0038K	2017/18	PA&ED	215	849
<p>Additional curb ramps have been added to the project scope, which requires additional design work, as well as the identification of right of way requirements, utility conflicts, and environmental impacts.</p>										

*"Provide a safe, sustainable, integrated and efficient transportation system
to enhance California's economy and livability"*

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Dist	Co	Route	PM/PM	EA	Project ID	PPNO	FY	Programmed (\$1,000s)		
								Component	Existing	Proposed
08	RIV	111	47.3/55.3	0R300	0812000056	0105C	2017/18	PA&ED	662	1,157
<p>For this ADA project, the survey work has been much more complicated than anticipated. There are 117 curb ramps, 97 drive ways and 400 feet of sidewalk scattered over a 5 mile stretch. Much of the alignment information within the project limits could only be obtained from City archives. It has been a very tedious and time consuming task for the survey team and these additional resources were not planned nor anticipated.</p>										
08	SBD	62	41.0/41.5	1E610	0814000055	0225K	2017/18	PA&ED	690	1,117
<p>The Project Initiation Document workplan did not take into account the unforeseen issues listed below: 1) Additional resources needed to consult with Bureau of Land Management so they can review and approve the Environmental Document and approve the modification of Right of Way Prescriptive Rights Agreement; 2) The Initial Site Assessment (ISA) was conducted and recommended additional site investigation for further details on soil contamination. This additional work will be conducted by a consultant; therefore, additional funds are now needed; and 3) The initial survey request asked for 20 feet from the edge of the pavement to be surveyed. However, the Project Engineer discovered that due to the steep slope, 30 feet from the edge of the pavement is now needed. This required sending a survey crew to the project location again, which required additional resources.</p>										
09	INY	168	/	35210	0900020090	0611	2017/18	PA&ED	287	643
<p>The reason for the increase was due to delays in PA&ED because of unanticipated non-resourced historic surveys that were required as part of the environmental process. Surveying work was also underestimated and included consultants to complete. PA&ED was also delayed for unanticipated and non-resourced historic surveys, resulting in higher hourly rates.</p>										
10	STA	108	33.2/	0H480	1012000193	5411	2018/19	PS&E	1,019	1,439
<p>The project was initiated in the Minor program. However, due to project cost increase, it has been subsequently programmed in the SHOPP. The site needs to be re-surveyed and re-assessed by Geotechnical, Structures Design, and Environmental branches. Consequently, support cost will increase. Moreover, existing metal beam guard rail needs to be replaced and temporary construction easements may need to be acquired.</p>										
10	SJ	VAR	/	0P550	1012000055	0338	2017/18	PA&ED	900	1,224
<p>The increase in PA&ED cost is due to a scope change.</p>										
10	SJ	VAR	/	0P550	1012000055	0338	2017/18	PS&E	2,000	3,928
<p>The increase in PS&E cost is due to a scope change.</p>										
10	MER	5	0.4/0.9	0W620	1012000020	3008	2017/18	PA&ED	121	362
<p>The recommended alternative for this project is to build a recycle wastewater treatment system similar to the pilot wastewater system currently under construction at the Dunnigan rest area in District 3. The Project Report identified the need and recommended the wastewater system at this rest area be similar to the Dunnigan rest area.</p>										

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Dist	Co	Route	PM/PM	EA	Project ID	PPNO	FY	Programmed (\$1,000s)		
								Component	Existing	Proposed
10	STA	5	27.0/27.5	0W630	1012000021	3009	2016/17	PS&E	592	854
<p>The increase in support cost for PS&E phase is due to the unforeseen complexity in design work when the programming document was developed, and the issues associated with the need to address the electric supply.</p>										
10	SJ	12	14.9/18.1	0Y550	1013000239	3079	2016/17	PS&E	150	495
<p>Support cost increased in PS&E because the initial estimate did not include several key team members who have since been added to the estimate.</p>										
10	STA	99	R0.0/R24.8	1C290	1014000108	3088	2017/18	PA&ED	765	1,224
<p>The Project Initiation Document underestimated the amount of effort involved in designing 90 plus curb ramps. The added staff hours will allow for the proper design and review of each of these locations along with the on- and off-ramp work.</p>										
12	ORA	90	0.61/7.95	0M910	1213000036	4317	2016/17	PS&E	2,605	3,126
<p>Unanticipated Aerially Deposited Lead (ADL) testing is needed along the project limits at 91 locations (36 curb ramps and 55 driveways). Permits to Enter are required for access to most of these properties to obtain the ADL samples. Additional coordination with cities and business owners will be required to minimize interruption during business hours for ADL testing and coordination for the future construction of the project. Unforeseen special inlet design adjacent to driveways, and relocation of many additional utilities such as fire hydrants, electrical poles and utility vaults are also required. In addition, some of the driveways require special design pavers to match existing at adjacent business districts and others require additional unanticipated work due to adjacent steep slopes to match adjacent business properties.</p>										

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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: SUPPLEMENTAL FUNDS ALLOCATION FOR PREVIOUSLY VOTED PROJECT
RESOLUTION FA-15-31

RECOMMENDATION

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate an additional \$4,316,000 in State Highway Operation and Protection Program (SHOPP) funds for the Highway Curve Improvement Project (PPNO 3435) on Route 299 in Shasta County.

ISSUE

Additional funds are needed for one previously approved project in order to complete construction.

RESOLUTION

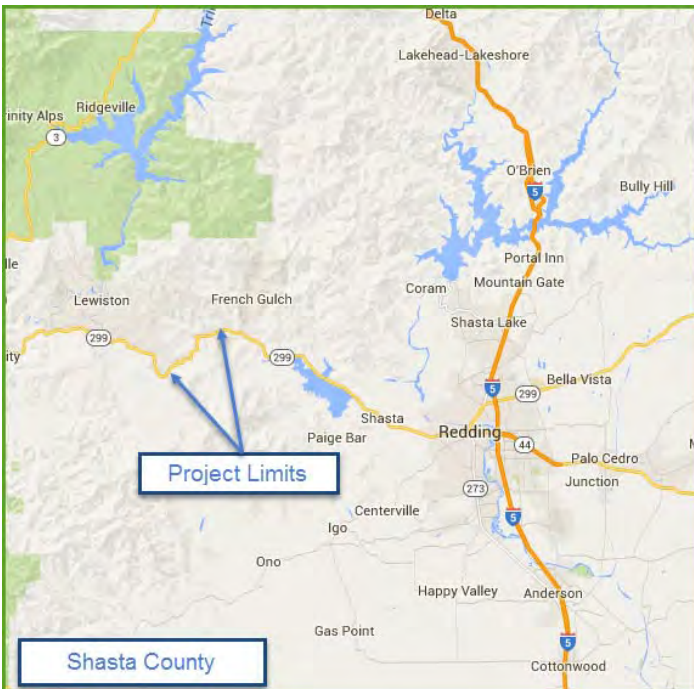
Resolved, that \$4,316,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-302-0890, to provide funds to complete construction of the following project.

<u>Dist-Co-Rte</u>	<u>Original Allocation Amount</u>	<u>Current Allotment Amount</u>	<u>Allocation Adjustment</u>	<u>Revised Allocation</u>	<u>% Increase Above Original Allocation</u>
02-Sha-299	\$29,975,000	\$33,079,000	\$4,316,000	\$37,395,000	24.8%

PROJECT DESCRIPTION

This project is located in Shasta County on Route 299, near Redding, from 0.3 mile east of the Trinity County line to 0.9 mile west of Crystal Creek Road. The project will reduce the number and severity of accidents.

PROJECT LOCATION



FUNDING STATUS

This project was programmed in 2012 the SHOPP for \$25,000,000 and allocated in August 2014 for \$29,975,000. Using G-12 authority, the Department awarded the project in December 2014 for \$30,049,000. The Department used \$3,030,000 in G-12 authority to repair failed slopes, bringing the current allotment to \$33,079,000. An additional \$4,316,000 is needed to complete the slope repairs and the construction of the project.

REASONS FOR COST INCREASE

Heavy rainfall during the severe storms in the winter months of December 2015 through March 2016 caused slope failures at 18 locations within the project limits. The area experienced nearly five more inches of rainfall above the average for this location. The Department implemented appropriate measures and Best Management Practices (BMPs) to control the runoff; however, a large amount of material was washed off from the upper slopes onto the roadway and had to be cleaned up. The Department utilized existing project contingency funds to perform the earthwork necessary to stabilize the slopes and clean up approximately 175,000 cubic yards of the material and debris that eroded onto the roadway. The roadway also experienced four emergency closures, due to the storms, during this same period. The Department utilized the onsite contractor to immediately start the necessary cleanup in order to re-open the roadway to the travelling public. Slope repairs remain ongoing.

The supplemental funds are needed in order to continue repairing the failed slopes, reconstruct part of the project that was damaged by the storms, pay for additional erosion control measures, and replenish the project contingency fund.

DETERMINATION

The Department has determined that this request of \$4,316,000 is needed in order to repair the failed slopes and complete the construction contract.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	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-15-31			
1	\$4,316,000	Department of Transportation	SRTA	Shasta	02-SHA-299	0.3/7.1	Near Redding, from 0.3 to 2.6 miles east of Trinity County line to 0.9 mile west of Crystal Creek Road.	<u>Outcome/Output:</u> Improve roadway geometrics and superelevation rates and transitions, increase sight distance and provide standard shoulders to improve operational efficiency and safety.	Supplemental funds are needed to Complete Construction.	02-3435 SHOPP/2013-14 302-0042 SHA 302-0890 FTF 20.20.201.310	\$95,000	\$32,983,260	\$95,000 \$32,983,260
								Total revised amount \$37,394,260		SHOPP/2014-15 302-0890 FTF 20.20.201.310 0200020042 4 3E410	\$4,316,000	\$4,316,000	

**REQUEST FOR ADDITIONAL FUNDS FOR THE PUBLIC
PRIVATE PARTNERSHIP, PRESIDIO PARKWAY PROJECT**

MEETING MATERIALS FOR THIS ITEM
WILL BE PROVIDED AT THE JUNE 29-30, 2016
CALIFORNIA TRANSPORTATION COMMISSION MEETING

AMENDMENT TO DE-PROGRAM TWO SHOPP PROJECTS

MEETING MATERIALS FOR THIS ITEM
WILL BE PROVIDED PRIOR TO THE JUNE 29-30, 2016
CALIFORNIA TRANSPORTATION COMMISSION MEETING

Memorandum

Tab 73

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 4.18
Action

From: SUSAN BRANSEN
Executive Director

Subject: **PROPOSITION 1A – HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1516-03**

ISSUE:

The California Transportation Commission (Commission) adopted High-Speed Passenger Train Bond Program (Proposition 1A Connectivity) guidelines in February 2010 and the initial Proposition 1A Connectivity Program in May 2010. In June 2012, the Commission adopted a significant amendment to the program consistent with the 2012 High-Speed Rail (HSR) Business Plan and its blended system strategy.

The Sacramento Regional Transit District (SacRT) proposes to amend the Proposition 1A Connectivity Program to modify the scope and revise the funding plan for the Sacramento Intermodal Facility Improvements project. SacRT proposes to include a component from the Sacramento Streetcar project, a multi-agency project that will directly connect to light rail and expand the catchment and disbursement area to be served by high-speed rail. SacRT is also requesting to de-allocate and re-program \$1,152,000 from the environmental phase (will be completed under budget) to construction, and reduce design funding from \$770,000 to \$632,000, moving the \$138,000 to construction (construction now totaling \$23,991,000).

RECOMMENDATION:

Commission staff recommends that the Commission approve the SacRT amendment, in accordance with Resolution HST1A-P-1516-03.

BACKGROUND:

The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A on November 4, 2008, authorized the Commission, upon appropriation by the Legislature, to allocate funds for capital improvements to intercity rail lines, commuter rail lines and urban rail systems that provide direct connectivity to the high-speed train system or that provide capacity enhancements and safety improvements. The Commission is required to program and allocate the net proceeds received from the sale of \$950 million in bonds authorized under Proposition 1A for the Proposition 1A Connectivity Program.

As required by Streets and Highways Code, Division 3, Chapter 20, Section 2704.095, the Commission adopted Program Guidelines in February 2010. The initial program of projects was approved in May 2010, with various amendments approved in the years since.

RESOLUTION HST1A-P-1516-03

Be it Resolved, that the California Transportation Commission does hereby amend the Proposition 1A High-Speed Passenger Train Bond Program in accordance with the attached at its meeting in Sacramento on June 29-30, 2016.

Attachment

**PROPOSED HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1516-03**

June 29-30, 2016
Item 4.18

PTC Projects

Agency	Project Title	Project Description	Amount	Total Cost	Prior	2015-16	2016-17	2017-18	future
NCTD	Positive Train Control		\$17,833	\$59,982	\$17,833				
SCRRRA	Positive Train Control		\$35,000	\$201,600	\$35,000				
Caltrans	San Joaquin Corr. Positive Train Control		\$9,800	\$9,800	\$9,800				
Caltrans/SCRRRA	Pacific Surfliner Positive Train Control		\$46,550	n/a	\$46,550				
Caltrans	Pacific Surfliner Positive Train Control		\$26,950	\$34,500	\$26,950				
		PTC Program Subtotal	\$136,133	\$305,882	\$136,133				

Agency Proposals

Agency	Project Title	Project Description	Alloc	Amount	Total Cost	Prior	2015-16	2016-17	2017-18	future	PA&ED	PS&E	R/W	CON	unknown
SJRR/ACE	Stockton Passenger Track Extension (Gap Closure) Phase 2A	Extend existing platform and additional track work to connect new platform for Amtrak access and access to new ACE maintenance facility, including a 90 foot single track bridge over Harding Way.	X	\$5,714	\$24,895	\$395	\$5,319							\$5,714	
	Future Programming			\$9,260						\$9,260					\$9,260
				\$14,974											
LACMTA	Regional Connector Transit Corridor**	Construct 2-mile light rail connection among Metro Gold, Metro Blue and Metro Exposition light rail transit systems through downtown Los Angeles to provide a one-seat ride from throughout the County to Union Station and the High-Speed Rail system.	X	\$114,874	\$1,366,100	\$114,874						\$5,744		\$109,130	
PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)**	Design, installation, testing, training and warranty for an intelligent network of signals, sensors, train tracking technology, computers, etc. on the Caltrain Corridor to meet mandated Federal guidelines.	X	\$41,026	\$231,000	\$41,026						\$4,100		\$36,926	
San Diego MTS	Blue Line Light Rail	Rehabilitate grade crossings, track, and switches and ties, add trackwork and signaling, and raise platforms to accommodate low floor vehicles to allow for reduced headway and improved reliability.	X	\$57,855	\$151,754	\$57,855								\$57,855	
BART	Car Purchase	Purchase new BART cars (\$140 million).	X	\$140,000	\$285,000	\$140,000								\$140,000	
	Caltrain Advanced Signal System (CBOSS/PTC)**	see same project above by PCJPB	X	\$38,000	n/a	\$38,000						\$3,800		\$34,200	
	Maintenance Shop and Yard Improvements	Segment of extension to Berryessa, expand Main Shop, construct new Component Repair Shop, retrofit for new M&E Shop, including M&E Material Storage Yard		\$78,639	\$432,933	\$78,639								\$78,639	
				\$256,639											
SFMUNI	Central Subway	Construct 1.7 mile extension of light rail line from Caltrain/potential High-Speed Rail station at 4th & King Streets to Chinatown.	X	\$61,308	\$1,578,300	\$61,308								\$61,308	
SCRRRA	New or Improved Locomotives & Cars	Either repower or purchase 20 to 30 higher horsepower locomotives, and recondition and improve passenger cars.	X	\$88,707	\$202,899	\$88,707								\$88,707	
SCVTA	Caltrain Advanced Signal System (CBOSS/PTC)**	see same project above by PCJPB	X	\$26,419	n/a	\$26,419						\$2,640		\$23,779	

**PROPOSED HIGH-SPEED PASSENGER TRAIN BOND PROGRAM AMENDMENT
RESOLUTION HST1A-P-1516-03**

June 29-30, 2016
Item 4.18

Agency Proposals

Agency	Project Title	Project Description	Alloc	Amount	Total Cost	Prior	2015-16	2016-17	2017-18	future	PA&ED	PS&E	R/W	CON	unknown	
SacRT	Sacramento Intermodal Facility Improvements**	Relocate existing light rail track, passenger platform and associated systems, and construct streetcar system (including track, platforms, procure cars, etc) to connect to new Sacramento Intermodal Facility and future High-Speed Rail Terminal.		\$25,223	\$60,368	\$1,752		\$770	\$23,701							
				\$4,942		\$600	\$632	\$23,991			\$4,942	\$600	\$632		\$23,991	
			Future Programming		\$30,165											
Caltrans/CCJPA	Capitol Corr. Oakland to San Jose Track Improv., Ph 2A	Improve existing Capitol Corridor route, with sidings and double track, and a new Union City station stop adjacent to the BART station.		\$36,370	\$247,500					\$36,370			\$1,500	\$34,870		
CCJPA	Capitol Corr. (&ACE) Travel Time Reduction Project	Adjust curve parameters on Martinez, Niles and Coast subdivisions to allow higher speeds.	X	\$10,180	\$15,500		\$10,180							\$10,180		
Caltrans	San Joaquin Merced to Le Grand Double Track, Seg 1	Construct the first of three segments of double track. Segment 1 consists of 8.4 miles of double track construction between west Le Grand and west Planada and will include two sets of double crossovers and signal and grade crossing work.		\$36,750	\$40,750	\$36,750									\$36,750	
			X	\$83,300												
Caltrans	Capitol Corr. Sacramento to Roseville 3rd Main Track	Phase 1 of a series of improvements designed to increase service frequency, reduce freight train conflicts and accommodate freight train growth projections, consists of relocation of the Roseville station and addition of a third track.		\$15,600	\$28,470					\$15,600					\$15,600	
			X	\$4,000	n/a	\$4,000									\$4,000	
				\$19,600												
Non PTC Program Subtotal				\$794,867		\$688,573	\$15,499	\$632	\$23,991	\$66,172	\$600	\$16,916	\$1,500	\$761,649	\$14,202	
Program Total				\$931,000		\$824,706	\$15,499	\$632	\$23,991	\$66,172						

** Project includes less than 5% of Prop 1A funds for pre-construction

Memorandum

Tab 74

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 4.19
Action

From: SUSAN BRANSEN
Executive Director

Subject: **TECHNICAL ADJUSTMENTS TO THE 2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**
RESOLUTION G-16-25, AMENDING RESOLUTION G-16-19

ISSUE:

With the adoption of the 2016 STIP, the California Transportation Commission (Commission) authorized staff, in consultation with Caltrans and regional agencies, to make technical changes in cost, schedules, and descriptions for projects in the 2016 STIP to reflect the most current information or to clarify the Commission's programming commitments, with report of any substantive change back to the Commission for approval at the June 29-30, 2016 meeting.

RECOMMENDATION:

Commission staff recommends that the Commission adopt the programming and other technical changes and corrections to the 2016 STIP set forth on attached Resolution G-16-25.

BACKGROUND:

The attachment lists recommended technical adjustments, including minor cost changes such as shifting of funding between components, and scheduling changes that can be accomplished within fund estimate constraints.

If necessary, an updated list of recommended technical adjustments will be provided prior to the Commission meeting.

Attachment

June 29-30, 2016

**CALIFORNIA TRANSPORTATION COMMISSION
Technical Adjustments to the 2016 State Transportation Improvement Program**

**Resolution No. G-16-25
Amending Resolution No. G-16-19**

- 1.1 WHEREAS the California Transportation Commission adopted the 2016 State Transportation Improvement Program (STIP) Resolution No. G-16-19 on May 18, 2016, and
- 1.2 WHEREAS, section 2.12 of Resolution G-16-19 authorized Commission staff, in consultation with the Department and regional agencies, to make further technical changes in cost, schedules, and descriptions for projects in the 2016 STIP, 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 the June 29-30, 2016 meeting, and
- 1.3 WHEREAS, Commission staff, in consultation with staff from Caltrans and regional agencies, has identified the technical corrections and adjustments identified in the attachment to this resolution, which are consistent with the intent of Resolution G-14-19,
- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission approves the technical corrections and adjustments itemized on the attachment to this resolution, and
- 2.2 BE IT FURTHER RESOLVED that Resolution G-14-19 is hereby amended.

ATTACHMENT
2016 STIP TECHNICAL ADJUSTMENTS
(All costs listed in \$1,000's)

County Share Summaries:

- Plumas: For the Graeagle-Johnsonville Road Reconstruction project (PPNO 2548), **decrease** PS&E to **\$100** from \$150 and **delay** R/W (\$50) to **2020-21** from 2019-20.
- Tahoe RPA: For the AB 3090 reimb (Rt 28, Kings Beach) project (PPNO 1520A), program reimbursement in 2018-19 (\$3,800) and 2019-20 ((\$3,800).

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 4.16
Action

From: SUSAN BRANSEN
Executive Director

Subject: **TECHNICAL ADJUSTMENT TO THE 2015 ACTIVE TRANSPORTATION PROGRAM
RESOLUTION G-16-23, AMENDING RESOLUTIONS G-15-21, G-16-04, and G-16-06**

ISSUE:

On October 21, 2015 and on January 21, 2016, 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), 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 set forth on the attached Resolution G-16-23.

BACKGROUND:

Technical adjustments are necessary to ensure accurate project information is included in the 2015 ATP. These technical adjustments include, but are not limited to, minor changes in cost, schedule, and description of projects.

Attachment

June 29-30, 2016

**CALIFORNIA TRANSPORTATION COMMISSION
Technical Adjustments to the 2015 Active Transportation Program (ATP)
Resolution G-16-23
Amending Resolutions G-15-21, G-16-04, and G-16-06**

- 1.1 WHEREAS the California Transportation Commission (Commission) adopted the 2015 Active Transportation Program under Resolution No. G-15-21 on October 21, 2015, and Resolutions No. G-16-04 and G-16-06 on January 21, 2016; and
- 1.2 WHEREAS Section 2.4 of Resolution G-15-21, Section 2.15 of Resolution G-16-04, and Section 2.16 of Resolution G-15-06 authorized Commission staff, in consultation with the California Department of Transportation (Caltrans) 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 Resolutions G-15-21, G-16-04, and G-16-06.
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission approves the technical adjustments identified in this resolution; and
- 2.2 BE IT FURTHER RESOLVED that Resolutions G-15-21, G-16-04 and G-16-06 are hereby amended.

ATTACHMENT
2015 ATP METROPOLITAN PLANNING ORGANIZATION (MPO) COMPONENT

TECHNICAL ADJUSTMENTS

(All costs listed in \$1,000s)

Project Summaries:

- Alameda County:
 - For the Stanton ES Safe Routes to School project in the City of Castro Valley (ID 2190U), **move \$30 of R/W (delete component) to PS&E and move PS&E from 2016/17 to 2017/18.**
 - For the Creekside MS Safe Routes to School in the City of Castro Valley (2190T), **move \$100 of CON to PS&E in 2017/18.**
- Marin County:
 - For the Novato Transit Facility project in the City of Novato (ID 2128F), **reduce \$297 of CON in 2016/17.**
- Napa County:
 - For the Napa Valley Vine Trail – St. Helena to Calistoga in the City of St. Helena (ID 2300B), **move \$48 of PA&ED (delete component), \$40 of R/W (delete component) and \$480 of PS&E (delete component) to CON in 2018/19.**
- Orange County:
 - For the Garden Grove Boulevard Complete Street Project in the City of Westminster (ID 2172P), **move CON from 2017/18 to 2018/19.**
- Riverside County:
 - For the Segment of Juan Bautista De Anza Multi-Use Trail in the City of Moreno Valley (ID 1195), **move PS&E from 2018/19 to 2017/18.**
- San Bernardino County:
 - For the Mojave Riverwalk Shared-Use Bicycle Facility project in the City of Victorville (ID 1204), **move CON from 2016/17 to 2017/18.**
 - For the Bear Valley Road Bicycle Bypass Phase II in the City of Hesperia (ID 1193), **move CON from 2016/17 to 2018/19.**
- San Francisco County:
 - For the San Francisco Safe Routes to School Non-Infrastructure project in the City of San Francisco (ID 2023F), **reduce \$386 of CON in 2016/17.**
 - For Lombard Street Vision Zero project in the City of San Francisco (ID 2023G), **increase CON by \$683 in 2016/17.**
- San Joaquin County:
 - For the Miner Avenue Complete Street Improvements project in the City of Stockton (ID 3170), **move \$2 of CON to PS&E in 2016/17.**
- Stanislaus County:
 - For the Pedestrian Safety Improvements along Las Palmas Ave and Ward Ave project in the City of Patterson (ID 3173), **move \$7 of PA&ED to PS&E in 2016/17 and \$1 of PA&ED (delete component) to CON in 2018/19.**

ATTACHMENT
2015 ATP STATEWIDE AND SMALL URBAN & RURAL COMPONENT
TECHNICAL ADJUSTMENTS

(All costs listed in \$1,000s)

Project Summaries:

- Orange County:
 - For the Santa Ana and Fifth Protected Bike Lane in the City of Santa Ana (2172N), **move PS&E from 2017/18 to 2016/17 and move CON from 2018/19 to 2017/18.**
- San Bernardino County:
 - For the Willow Street Shared Use Paseo in the City of Hesperia (ID 1180), **move R/W and PS&E from 2016/17 to 2017/18 and move CON from 2017/18 to 2018/19.**
 - For the Regional Connector Project in the City of Highland (ID 1181), **move \$88 of R/W, \$160 of PA&ED and \$268 of PS&E (delete components) to CON in 2018/19.**
- 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 2016/17.**
- Santa Cruz County:
 - For the Citywide Safe Routes to School Crossing Improvements Project in the City of Santa Cruz (ID 2669), **move \$225 of CON from 2018/19 to 2016/17.**

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: June 29-30, 2016

Reference No.: 4.17
Action

From: SUSAN BRANSEN
Executive Director

Subject: **ADOPTION OF THE 2017 ACTIVE TRANSPORTATION PROGRAM REGIONAL GUIDELINES - FRESNO COUNCIL OF GOVERNMENTS, SACRAMENTO AREA COUNCIL OF GOVERNMENTS, SAN DIEGO ASSOCIATION OF GOVERNMENTS, AND TULARE COUNTY ASSOCIATION OF GOVERNMENTS RESOLUTION G-16-24**

ISSUE:

Senate Bill 99 (Chapter 359, Statutes of 2013) allows the Commission to adopt separate guidelines for administering the metropolitan planning organization (MPO) competitive component of the Active Transportation Program (ATP). The Fresno Council of Governments (FCOG), the Sacramento Area Council of Governments (SACOG), the San Diego Association of Governments (SANDAG), and the Tulare County Association of Governments (TCAG) request that the Commission adopt regional guidelines for use in administering their MPO competitive selection process.

RECOMMENDATION:

Staff recommends that the Commission adopt 2017 ATP Regional Guidelines proposed by FCOG, SACOG, SANDAG, and TCAG as set forth in Resolution G-16-24 and the following attachments:

- Fresno Council of Governments (Attachment 1)
- Sacramento Area Council of Governments (Attachment 2)
- San Diego Association of Governments (Attachment 3)
- Tulare County Association of Governments (Attachment 4)

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 regional 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 ATP schedule requires MPOs to submit their guidelines to the Commission by June 1, 2016 for adoption at the June Commission meeting.

Staff reviewed the MPO submitted 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 that differ from the statewide 2017 ATP Guidelines by each MPO:

	FCOG	SACOG	SANDAG	TCAG
Scoring criteria and weighting		X	X	X
Minimum project size	X	X		
Match requirement		X		
Definition of disadvantaged community		X		
Supplemental call for projects	X	X	X	

Fresno Council of Governments

- Supplemental call for projects
- No minimum ATP fund request for any project type
- Language clarified regarding demonstrating consistency with an adopted Regional Transportation Plan

Sacramento Area Council of Governments

- Supplemental call for projects
- Classifies public participation and planning, and seeking the use of California Conservation Corps or qualified community conservation corps, as criteria for screening rather than scoring
- Requires all applicants to include at least an 11.47% local match

- Requires a minimum funding request of \$50,000 for non-infrastructure projects
- Adds scoring criteria for supporting greenhouse gas reduction goals through reducing or shortening vehicle trips
- Adds scoring criteria for “Other Considerations” which includes past performance on projects, demonstrated project delivery readiness in the application, and evidence of strong stakeholder support to implement the project
- Requires applicants to submit a supplemental questionnaire
- Regional definition of disadvantaged communities using the definition of low-income and high minority areas used in the environmental justice analysis for the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy

San Diego Association of Governments

- Establishes different scoring and weighting systems for infrastructure and non-infrastructure projects.
- For evaluating infrastructure projects, adds scoring criteria for:
 - Project Readiness
 - Linkages to Bicycle, Pedestrian, and Transit Networks
 - Effectiveness and Comprehensiveness of Proposed Project
 - Complementary Programs
 - Innovation
- For evaluating infrastructure projects, adds scoring criteria for:
 - Alignment with ATP Objectives
 - Comprehensiveness
 - Methodology
 - Community Support
 - Evaluation
 - Innovation
 - Demand Analysis using Geographic Information System
- Requires applicants to submit a supplemental questionnaire.

Tulare County Association of Governments

- Awards additional points for projects that include infrastructure elements.
- Awards additional points for projects that are part of an adopted plan, in the Measure R expenditure plan, or were previously funded under the Transportation Enhancement Program.
- Awards additional points to projects benefitting severely disadvantaged communities.

The Commission adopted 2017 ATP Guidelines proposed by the Metropolitan Transportation Commission (MTC) at the March Commission meeting (Resolution G-16-08).

The San Joaquin Council of Governments (SJCOG) and the Stanislaus Council of Governments (STANCOG) plan to hold a supplemental call for projects, but do not propose regional specific 2017

ATP Guidelines. The Kern Council of Governments (KCOG) does not plan to hold a supplemental call for projects and does not propose regional specific 2017 ATP Guidelines.

Attachments

CTC Resolution G-16-24

Attachment 1 - Fresno Council of Governments

Attachment 2 - Sacramento Area Council of Governments

Attachment 3 - San Diego Association of Governments

Attachment 4 - Tulare County Association of Governments

Attachment 5 – Additional Information

CALIFORNIA TRANSPORTATION COMMISSION
Adoption of the 2017 Regional Active Transportation Program Guidelines –
Fresno Council of Governments, Sacramento Area Council of Governments, San
Diego Association of Governments, and Tulare County Association of Governments
June 29-30, 2016

RESOLUTION G-16-24

- 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 Fresno Council of Governments on May 27, 2016; by the Sacramento Area Council of Governments on May 24, 2016; by the San Diego Association of Governments on June 1, 2016; and by Tulare County Association of Governments on May 24, 2016.
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission adopts the regional guidelines proposed by the Fresno Council of Governments, Sacramento Area Council of Governments, the San Diego Association of Governments, and by Tulare County Association of Governments for administering their 2017 metropolitan planning organization competitive program, as presented by Commission Staff on June 29-30, 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.

ATTACHMENT 1
FRESNO COUNCIL OF
GOVERNMENTS



May 27, 2016

Ms. Susan Bransen, Executive Director
California Transportation Commission
1120 N Street Room 2221 (MS-52)
Sacramento, CA 95814

Attention: Ms. Laurie Waters

Subject: Fresno Council of Governments Proposed 2017 Regional Competitive Active Transportation Guidelines for Cycle 3

Ms. Bransen:

Senate Bill 99 (Chapter 359, Statutes of 2013) allows the California Transportation Commission (Commission), at the request of a metropolitan planning organization (MPO), to adopt guidelines for administering the MPO competitive component of the Active Transportation Program (ATP). Therefore, the Fresno Council of Governments (Fresno COG) is pleased to submit for your review and consideration at the upcoming Commission meeting scheduled for June 29-30, 2016 our proposed 2017 Regional ATP Guidelines as unanimously approved by the Fresno COG Policy Board on May 26, 2016 (Resolution 2016-09).

The proposed Fresno COG guidelines (enclosed) are consistent with the goals of the statewide 2017 ATP guidelines. However, Fresno COG respectfully submits the areas proposed below that differ from the statewide ATP Cycle 3 Guidelines for the Commission's consideration:

- Supplemental call for projects
- Minimum project size
- Clarifying language for demonstrating consistency with an adopted RTP

The guidelines for Cycle 3 of the 2017 Fresno COG Regional Competitive ATP were revised and adopted after undergoing an open and transparent process that involved the members of the ATP Multidisciplinary Advisory Group and were taken through the various regional committee processes that allowed for public involvement and comment. No formal comments were received.

Included with this letter are the following attachments:

- 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

1. Summary of Revisions to the Cycle 3 Regional ATP Guidelines
2. Proposed 2017 Cycle 3 Fresno COG Regional Competitive ATP Guidelines (one copy with track changes and one clean copy)
3. List of the Fresno COG Regional Competitive ATP Multi-Disciplinary Advisory Group members
4. Resolution 2016-09, signed on May 26, 2016 by the Fresno COG Policy Board for the adoption of the Proposed 2017 Cycle 3 Fresno COG Regional Competitive ATP Guidelines

This information is also available online at the Fresno COG website at:
www.fresnocog.org.

If any additional information is needed, or if you should have any questions or comments, please feel free to call Chelsea Gonzales at (559) 233-4148, ext. 223.

Sincerely,



Tony Boren, Executive Director
Fresno Council of Governments

cc: Laurel Janssen, California Transportation Commission
Laurie Waters, California Transportation Commission



Fresno Council of Governments

Cycle 3

***2017 REGIONAL COMPETITIVE
ACTIVE TRANSPORTATION PROGRAM***

GUIDELINES

Adopted by Fresno COG Policy Board on 5-26-16

***To be approved by the
California Transportation Commission 6-30-16***

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INTRODUCTION

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 Regional Competitive Fresno Council of Governments (FCOG) ATP. The guidelines were developed in consultation with FCOG's ATP Multidisciplinary Advisory Group (MAG). The MAG includes a representative from Caltrans, other government agencies, and active transportation stakeholder organizations with expertise in public health and pedestrian and bicycle issues, including Safe Routes to School programs.

The California Transportation Commission (CTC) must approve these guidelines so that FCOG may carry out the ATP at the Metropolitan Planning Organization (MPO) level.

PROGRAM GOALS

Pursuant to statute, the goals of the ATP are to:

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

PROGRAM SCHEDULE AND FUNDING YEARS

The Cycle 3 Statewide guidelines for the 2017 two-year program of projects (covering state fiscal years 2019/20 and 2020/21) were adopted on March 17, 2016 by the CTC. Each program of projects must be adopted no later than April 1 of each odd-numbered year; however, the CTC may alternatively elect to adopt a program annually.

The following schedule lists the major milestones for the development and adoption of the 2017 ATP:

- FCOG DRAFT ATP Regional Guidelines to TTC/PAC for approval – May 13, 2016
- CTC adopts ATP Fund Estimate – May 18, 2016
- FCOG DRAFT ATP Regional Guidelines to FCOG Policy Board for adoption – May 26, 2016
- Submit FCOG ATP Regional Guidelines to CTC – June 1, 2016
- CTC approves or rejects FCOG Final ATP Regional Guidelines – June 29-30, 2016
- Regional Competitive FCOG ATP Call for Projects – July 1-September 15, 2016

- CTC staff recommendation for statewide portions of the ATP – October 28, 2016
- FCOG Multidisciplinary Advisory Group reviews and scores regional level projects – November 2, 2016
- CTC adopts statewide ATP program of projects – December 7-8, 2016
 - *Projects not selected in statewide program compete in the FCOG Regional ATP*
- FCOG selected draft project list to TTC/PAC for recommendation of approval – January 13, 2017
- FCOG selected draft project list to FCOG Policy Board for adoption – January 26, 2017
- Deadline for MPO project programming recommendations to CTC – January 27, 2017
- CTC adopts MPO selected projects – March 2017
- FCOG programs selected ATP projects as an amendment to the 2017 FTIP--end of Spring/ early Summer 2017

FUNDING

SOURCE

The ATP 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 ATP projects must meet eligibility requirements specific to at least one ATP funding source.

DISTRIBUTION

ATP funds from the State of California provide an important funding source for active transportation projects. State and federal law segregate the ATP into multiple, overlapping components. The ATP Fund Estimate must indicate the funds available for each of the program components.

Forty percent of ATP funds must be distributed to Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000. These funds must be distributed based on total MPO population.

The 2017 ATP Fund Estimate is still pending as CTC will be taking it to the May 18, 2016 CTC meeting for adoption. Per the 2015 ATP Fund Estimate, \$3.9 million was available in the second cycle, that is, \$1.3 million per year for Fiscal Year 16/17, 17/18, and 18/19 for the Regional Competitive ATP for FCOG. Similarly, for Cycle 3, CTC is proposing to award Fresno COG with an additional \$1.3 million per year for Fiscal Years 19/20 and 20/21. Per Senate Bill 99, ATP guidelines include a process to ensure that no less than 25% of overall program funds shall benefit disadvantaged communities.

The funds programmed and allocated under this paragraph must be selected through a competitive process by the MPOs in accordance with these guidelines. Projects selected by MPOs may be in either large urban, small urban, or rural areas.

MATCHING REQUIREMENTS

Although FCOG encourages the leveraging of additional funds for a project submitted to the regional competitive ATP, matching funds are not required to be eligible. **However, if an agency chooses to provide match funds, points will be awarded based on the amount of the non-ATP funding pledged to the project.** Matching funds cannot be expended prior to the CTC allocation of ATP 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 ATP funds. Matching funds may be adjusted before or shortly after contract award to reflect any substantive change in the bid compared to the estimated cost of the project. This is applicable to all project categories. The source of the matching funds may be any combination of local, private, state, or federal funds.

REIMBURSEMENT

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

MINIMUM FUNDING AWARD REQUEST

There is no minimum ATP award request required for FCOG's Regional Competitive ATP which is different than the statewide requirement. This applies to all project categories.

MAXIMUM FUNDING AWARD REQUEST

FCOG "encourages" ATP funding awards of \$1,000,000 or less per project.

FUNDING SET-ASIDES

The Fresno COG Regional Competitive ATP does not include any set-aside funding for Safe Routes to School projects, Recreational Trails projects, or Active Transportation Plans. These infrastructure, Non-Infrastructure and combined Infrastructure/Non-Infrastructure projects will compete within the same funding source and will be scored accordingly.

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

Trail projects that are primarily recreational should meet the federal requirements of the Recreational Trails Program as such projects may not be eligible for funding from other sources (http://www.fhwa.dot.gov/environment/recreational_trails/).

A city, county, county transportation commission, regional transportation planning agency, MPO, school district, or transit district may prepare an active transportation plan (bicycle, pedestrian, safe-routes-to-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).

Funding for active transportation plans must be consistent with the plan requirements identified in the CTC adopted ATP Guidelines. Please refer to the section PROJECT APPLICANT on page 19 for more information regarding the funding of plans.

ELIGIBILITY

ELIGIBLE APPLICANTS

The applicant and/or implementing agency for ATP 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 ATP funds:

- Local, Regional or State Agencies-Examples include city, county, MPO*, and Regional Transportation Planning Agency.
- Transit Agencies -Any agency responsible for public transportation that is eligible for funds under the Federal Transit Administration.
- Natural Resource or Public Land Agencies -Federal, Tribal, State, or local agency responsible for natural resources or public land administration. Examples include:
 - State or local park or forest agencies
 - State or local fish and game or wildlife agencies
 - Department of the Interior Land Management Agencies
 - U.S. Forest Service
- Public schools or School districts.
- Tribal Governments -Federally-recognized Native American Tribes.
- Private nonprofit tax-exempt organizations may apply for recreational trails and trailheads, park projects that facilitate trail linkages or connectivity to non-motorized corridors, and conversion of abandoned railroad corridors to trails. Projects must benefit the general public, and not only a private entity.
- Any other entity with responsibility for oversight of transportation or recreational trails that the CTC determines to be eligible.

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 may be necessary. A tribal government may also partner with another eligible entity to apply if desired.

As noted above, all applicants must comply with the federal aid process. Agencies applying for infrastructure funding that are not familiar with the federal aid process and federal policies and procedures shall partner with a local agency that possesses expertise in these funding program requirements. See below for more information on partnering opportunities.

PARTNERING WITH IMPLEMENTING AGENCIES

Eligible applicants that are unable to apply for ATP 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. In addition, eligible applicants that are unfamiliar with the requirements to administer a Federal-Aid Highway Program project are encouraged to 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 request for allocation.

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

ELIGIBLE PROJECTS

All projects must be selected through a competitive process and must meet one or more of the program goals. Because the majority of funds in the ATP are federal funds, projects must be federal-aid eligible:

- Infrastructure Projects: Capital improvements that will further the goals of this program. This typically includes the environmental, design, right-of-way and construction phases of a capital (facilities) project. A new infrastructure project will not be programmed without a complete project study report (PSR) or PSR equivalent. The application will be considered a PSR equivalent if it defines and justifies the project scope, cost and schedule. The PSR or equivalent may focus on the project components proposed for programming, it must provide at least a preliminary estimate of costs for all components. PSR guidelines are posted on the CTC's website: <http://www.catc.ca.gov/programs/ATP.htm>

A capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the ATP.

- Plans: The development of a community wide bicycle, pedestrian, safe routes to school, or active transportation plan in a disadvantaged community.
- Non-infrastructure Projects: Education, encouragement, and enforcement activities that further the goals of this program. The CTC intends to focus funding for non-infrastructure 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. The ATP funds cannot 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.

EXAMPLE PROJECTS

Below is a list of projects generally considered eligible for ATP funding. This list is not intended to be comprehensive; other types of projects that are not on this list may also be eligible if they further the goals of the program. Important—components of an otherwise eligible project may not be eligible. For information on ineligible components, see the Caltrans Local Assistance/ATP website.

- Development of new bikeways and walkways that improve mobility, access, or safety for non-motorized users.
- Improvements to existing bikeways and walkways, which improve mobility, access, or safety for non-motorized users.
 - Elimination of hazardous conditions on existing bikeways and walkways.
 - Preventative maintenance of bikeways and walkways with the primary goal of improving the active transportation operations/usability and 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:
 - 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.
 - Conducting pedestrian and bicycle safety education programs.
 - Development and publishing of community walking and biking maps, including school route/travel plans.
 - Development and implementation of walking school bus or bike train programs.
 - Components of open streets events directly linked to the promotion of a new infrastructure project 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 ATP.

PROJECT TYPE REQUIREMENTS

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

DISADVANTAGED COMMUNITIES

For a project to contribute toward the Disadvantaged Communities funding requirement of 25%, 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) is less than 80% of the statewide median based on the most current Census Tract (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 California Communities Environmental Health Screening Tool 2.0 (CalEnviroScreen 2.0) scores (scores 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/filesesp.asp>. Applicants using this measure must indicate how the project benefits the school students in the project area. Project must be located within 2 miles of the school(s) represented by this criteria.
- 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 to demonstrate that the community's median household income is at or below 80% of that 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.

- Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).

PROJECT SELECTION PROCESS

REGIONAL COMPETITIVE ATP PROJECT SELECTION

The project applications received in this competitive process will be considered along with those not selected through the statewide competition. In administering a competitive selection process, FCOG will use a multidisciplinary advisory group (MAG) to assist in evaluating project applications. Following the competitive selection process, FCOG will submit its programming recommendations to the CTC along with:

- Project applications that were not submitted through the statewide program
- List of the members of its multidisciplinary advisory group
- Description of unbiased project selection methodology
- Program spreadsheet with the following elements
 - All projects evaluated
 - Projects recommended with total project cost, request amount, fiscal years, phases, state only funding requests, amount benefitting 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)

PROJECT APPLICATION

The FCOG Regional Competitive ATP project applications and supporting information will be made available at: www.fresnocog.org/ftip.

Projects not selected for programming in the statewide competition must be considered in the FCOG Regional Competitive ATP and must include a supplemental application. Per the CTC’s guidelines, a copy of the application submitted to the state **MUST** be submitted to FCOG at the same time.

A project application must include the signature of the Chief Executive Officer or other officer authorized by the applicant’s governing board. Where the project is to be implemented by an agency other than the applicant, documentation of the agreement between the project applicant and implementing agency must be submitted with the project application. A project application must also include documentation of all other funds committed to the projects. All letters of support and resolutions must be included with the application and not mailed separately.

Project applications should be addressed or delivered to:

Fresno Council of Governments

Attn: Chelsea Gonzales

2035 Tulare Street Suite 201

Fresno, CA 93721

Please submit 7- hard copies and one electronic copy (via cd or portable hard drive) of a complete application. Applications must be postmarked by the application deadline.

For questions or concerns, please contact Chelsea Gonzales at cgonzales@fresnocog.org or Melissa Garza at mgarza@fresnocog.org. You may also contact us by phone at 559-233-4148.

SCREENING CRITERIA

Before evaluation, project applications will be screened for the following:

- Consistency with an adopted regional transportation plan: Applicants should provide the supporting language cited from the adopted RTP, such as the specific goal, objective, or RTP project number, to show that the submitted project is consistent with the 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 the state CTC ATP Cycle 3 guidelines.

Applications will be screened for eligibility. Applications will be removed from the competitive process if found ineligible based on the guidelines/criteria, and if the project application is incomplete. Projects not selected for programming in the statewide competition, but deemed eligible for the regional program will be considered; however, applicants will be required to complete and attach the FCOG supplemental application.

SCORING CRITERIA

Proposed projects will be scored and ranked on the basis of applicant responses to the below criteria. Project programming recommendations may not be based strictly on the rating criteria given the various components of the ATP and requirements of the various fund sources.

1. Benefit to “disadvantaged communities”. **(0 to 10 points)**
Applicants must:
 - a. 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.

2. 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)**
3. Potential for reducing the number and/or rate or the risk 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)**

4. Public participation and Planning. **(0 to 10 points)**

- a. Identification of the community-based public participation process that culminated in the project proposal, which may include noticed meetings and consultation with local stakeholders. Project applicants must clearly articulate how the local participation process (including the participation of disadvantaged community stakeholders) resulted in the identification and prioritization of the proposed project.
- b. For projects costing \$1 million or more, an emphasis will be placed on projects that are prioritized in an adopted city or county bicycle transportation plan, pursuant to Section 891.2, pedestrian plan, safe routes to school plan, active transportation plan, trail plan, or circulation element of a general plan that incorporated elements of an active transportation plan. *In future funding cycles, the CTC expects to make consistency with an approved active transportation plan a requirement for large projects.*

5. 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)**

6. Cost-effectiveness. **(0 to 5 points)**

- a. 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.

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.

7. Leveraging of non-ATP funds (excluding in-kind contributions) on the ATP project scope proposed. **(0 to 5 points)**

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

The California Conservation Corps can be contacted at atp_ccc.ca.gov. Qualified Community conservation corps can be contacted at inquiry_atpcommunitycorps.org.

Direct contracting with the California Conservation Corps or a qualified community conservation corps without bidding is permissible provided that the implementing agency demonstrates cost effectiveness per 23 CFR 635.204 and obtains approval from Caltrans. A copy of the agreement between the implementing agency and the proposed conservation corps must be provided to Caltrans.

9. Applicant's performance on past ATP projects. Point reduction for non-use of the Corps as committed to in a past ATP award or project failure on any past ATP project. **(0 or -10 points)**

PROJECT SELECTION BETWEEN PROJECT APPLICATIONS WITH THE SAME SCORE

If two or more project 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
- Highest score on Question 1
- Highest score on Question 2

PROJECT EVALUATION COMMITTEE

FCOG formed a Multidisciplinary Advisory Group (MAG) to assist in the development of the guidelines, scoring criteria, and will participate in the evaluation of the project applications. In forming the MAG, staff sought participants with expertise in bicycling and pedestrian transportation, including Safe Routes to Schools type projects, and in projects benefiting disadvantaged communities. The representatives are geographically balanced representing tribal agencies, state agencies, FCOG, local jurisdictions in Fresno County, and non-governmental organizations. Priority for participation in the MAG was given to those who would not represent a project applicant, or would not benefit from projects submitted by others; if they do, they must recuse themselves from scoring their application. In addition, members are not allowed to provide input, verbally or in writing, regarding their project/plan/program during the evaluation period.

The MAG will prioritize, rank the applications, and ensure that 25% of available funds are dedicated to projects and programs benefiting Disadvantaged Communities as identified in the CTC ATP guidelines. The MAG will then present the recommended project list to the Programming Subcommittee, TTC, PAC, and to the Policy Board for approval before requesting final approval from the CTC of the program of projects.

PROGRAMMING

The ATP 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 ATP, 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 ATP 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 Federal Transportation Improvement Program (FTIP) no earlier than in the fiscal year in which the particular project component can be implemented.

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

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

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

CONTINGENCY PROJECT LIST

FCOG will adopt a list of projects for programming the Regional Competitive ATP that is financially constrained with the amount of ATP funding available (as identified in the CTC's approved ATP Fund Estimate). In addition, FCOG will include a list of contingency projects, ranked in priority order based on the project's evaluation score. FCOG intends to fund projects on the contingency list should there be any project failures in the Cycle 2 Regional Competitive ATP. This will ensure that the regional competitive ATP will fully use all ATP funds.

ALLOCATIONS

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

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

The CTC will approve the allocation if the funds are available and the allocation is necessary to implement the project as included in the adopted ATP.

In order to ensure the timely use of all program funds, the CTC will, in the last quarter of the fiscal year, allocate funds to projects programmed in a future fiscal year on a first-come, first served basis. If there are insufficient funds, the CTC may delay the allocation of funds to a project until the next fiscal year without requiring an extension. Should requests for allocations exceed available capacity; the CTC will give priority to projects programmed in the current-year.

Allocation requests for all ATP projects must include a recommendation by the MPO.

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

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.

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.

PROJECT DELIVERY

ATP allocations must be requested in the fiscal year of project programming, and construction allocations are valid for award for six months from the date of allocation unless the CTC approves an extension. Applicants may submit and the CTC will evaluate extension requests in the same manner as for STIP projects (see section 66 of the STIP guidelines) **except** that extension to the period for project allocation and for project award will be limited to twelve months. Extension requests for all ATP projects must include a recommendation by FCOG, consistent with the preceding requirements.

If there are insufficient funds, the CTC may delay the allocation of funds to a project until the next fiscal year without requiring an extension.

Whenever programmed funds are not allocated within the fiscal year they are programmed or within the time allowed by an approved extension, the project will be deleted from the ATP. Funds available following the deletion of a project may be allocated to a programmed project advanced from a future fiscal year. FCOG, in administering its competitive portion of the ATP, must determine which projects to advance and make that recommendation to the CTC. 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 CTC may extend the deadline for completion of work and the liquidation of funds if necessary to accommodate the proposed expenditure plan for the project. The implementing agency has six months after contract acceptance to make the final payment to the contractor or vendor, prepare the Final Report of Expenditures and submit the final invoice to Caltrans for reimbursement.

It is incumbent upon the implementing agency to develop accurate project cost estimates. If the amount of a contract award is less than the amount allocated, or if the final cost of a component is less than the amount allocated, the savings generated will not be available for future programming.

Caltrans will track the delivery of ATP projects and submit to the CTC a semiannual report showing the delivery of each project phase.

FEDERAL REQUIREMENTS

Unless programmed for state-only funding, project applicants must comply with the provisions of Title 23 of the U.S. Code of Federal Regulations and with the processes and procedures contained in the Caltrans Local Assistance Procedures Manual and the Master Agreement with Caltrans. Refer to the CTC guidelines; section VII, for examples of federal requirements that must be met when administering ATP projects.

DESIGN STANDARDS

Streets and Highways Code Section 891 requires that all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted utilize all minimum safety design criteria established by Caltrans, except that an agency may utilize other minimum safety design criteria if specific conditions are met, as described in Streets and Highways Code Section 891(b). Refer to the CTC guidelines; section VII, for specific requirements.

PROJECT INACTIVITY

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

PROJECT REPORTING

As a condition of the project allocation, the CTC will require the implementing agency to submit semi-annual reports on the activities and progress made toward implementation of the project and a final delivery report. An agency implementing a project from the FCOG Regional Competitive ATP must submit copies of its semi-annual reports and of its final delivery report to FCOG. The purpose of the reports is to ensure that the project is executed in a timely fashion and is within the scope and budget identified when the decision was made to fund the project.

Within one year of the project becoming operable, the implementing agency must provide the following information to Caltrans to be included in a final delivery report to the CTC which includes:

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

- Actual use of the California Conservation Corps or qualified community conservation corps as compared to the use described in the project application.

Please note that the final delivery report required by this section is in addition to the aforementioned Final Report of Expenditures.

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

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

ROLES AND RESPONSIBILITIES

CALIFORNIA TRANSPORTATION COMMISSION (CTC)

The CTC responsibilities include:

- Adopt guidelines, policies, and application for the ATP.
- Adopt ATP Fund Estimate.
- Evaluate, score and rank projects, including forming and facilitating the Project Evaluation Committee.

- Recommend and adopt a program of projects, including:
 - The statewide component of the ATP,
 - The small urban and rural component of the ATP and,
 - The MPO selected portion of the program based on the recommendations of the MPOs.
 - Ensure that at least 25% of the funds benefit disadvantage communities.
- Post recommendations and final adopted list of approved projects on the Commission's website
- Allocate funds to projects.
- Evaluate and report to the legislature.

CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)

Caltrans has the primary responsibility for the administration of the adopted ATP. Responsibilities include:

- Assist in the Project Evaluation process as a member of the MAG.
- Perform eligibility and deliverability reviews of ATP projects and inform the CTC of any identified issues as they arise.
- Recommend project allocations (including funding type) to the Commission.
- Track and report on project implementation, including project completion.
- Perform audits of selected projects in accordance with generally accepted government auditing standards.
- Serve as the main point of contact in project implementation.

METROPOLITAN PLANNING ORGANIZATIONS (MPOS) WITH LARGE URBANIZED AREAS

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

- Ensure that at least 25% of the funds in the FCOG call for projects benefit disadvantaged communities.
- FCOG is using a different definition of a disadvantaged community, project selection criteria, weighting, and minimum project size for its regional competitive ATP selection process than the statewide guidelines. Therefore, FCOG must obtain CTC approval prior to the regional call for projects.
- The projects within FCOG boundaries that were not selected through the statewide competition must be considered along with those received in the supplemental call for projects. FCOG must notify the CTC of their intent to have a supplemental call no later than the application deadline.
- In administering a regional competitive ATP selection process, FCOG must use a multidisciplinary advisory group to assist in evaluating project applications.
- In administering a regional competitive ATP selection process, FCOG must explain how the projects recommended for programming include a broad spectrum of projects to benefit pedestrians and bicyclists. The explanation must include a discussion of how the recommended projects benefit students walking and cycling to school.
- FCOG elects to have a contingency list of projects to be amended into the program in the event a programmed project is delivered for less or fails. FCOG will approve and recommend such amendments for Commission approval. This contingency list will be provided to the Commission and will be in effect only until the adoption of the next statewide program.

- Recommend allocation requests for a project in the FCOG regional competitive ATP.
- Determine which projects to advance and make that recommendation to the CTC in consultation with Commission staff and Caltrans.
- Submit an annual assessment of FCOG’s regional competitive ATP in terms of its effectiveness in achieving the goals of the overall ATP.

PROJECT APPLICANT

Project applicants nominate ATP projects for funding consideration. If awarded ATP funding for a submitted project, the project applicant (or partnering implementing agency if applicable) has contractual responsibility for carrying out the project to completion and complying with reporting requirements in accordance with federal, state, and local laws and regulations, and these guidelines.

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

ACTIVE TRANSPORTATION PLANS

The ATP provides for the creation of Active Transportation Plans. Funding from the ATP may be used to fund the development of community wide active transportation plans 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 of the statewide guidelines.

Please note: The statewide guidelines state that a large MPO, in administering its portion of the program, may make up to 2% of its funding available for active transportation plans in disadvantaged communities within the MPO boundaries. **Although Fresno COG does not intend to set-aside funding for active transportation plans, no more than 2% of the total ATP regional funds can be used to fund active transportation plans in disadvantaged communities.** Furthermore, the CTC intends to reassess the set aside for plans in future program cycles. Refer to section 7 of the statewide guidelines for detailed information on “Funding for Active Transportation Plans” and the funding priorities that will be used when evaluating the potential to fund active transportation plan in disadvantaged communities.

PROGRAM EVALUATION

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

The CTC will include in its annual report to the Legislature a discussion on the effectiveness of the program in terms of planned and achieved improvement in mobility and safety and timely use of funds, and will include a summary of its activities relative to the administration of the ATP 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.

BEFORE THE
FRESNO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 2016-09

In the Matter of:)
)
FRESNO COG REGIONAL)
COMPETITIVE ACTIVE)
TRANSPORTATION PROGRAM)
CYCLE 3 GUIDELINES)
_____)

RESOLUTION ESTABLISHING
ADOPTION OF THE FRESNO COG
REGIONAL COMPETITIVE ACTIVE
TRANSPORTATION PROGRAM (ATP)
CYCLE 3 GUIDELINES

WHEREAS, the Fresno Council of Governments (FCOG) is the regional transportation planning agency for Fresno County and its fifteen cities pursuant to Government Code Section 66500 et seq.; and

WHEREAS, FCOG has adopted and periodically revises, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, FCOG is the designated Metropolitan Planning Organization (MPO) for Fresno County and its fifteen cities and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, FCOG is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO/Regional Transportation Planning Agency (RTPA) of Fresno County for the programming of projects (regional federal funds); and

WHEREAS, the California State Legislature passed and the Governor signed into law Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013) establishing the Active Transportation Program (ATP); and

WHEREAS, FCOG adopts, pursuant to Streets and Highways Code Section 2381(a)(1), an Active Transportation Program of Projects using a competitive process consistent with guidelines adopted by the California Transportation Commission (CTC) pursuant to Streets and Highways Code Section 2382(a), that is submitted to the CTC and the California Departments of Transportation (Caltrans); and

WHEREAS, FCOG has developed, in cooperation with CTC, Caltrans, tribal agencies, state agencies, local jurisdictions in Fresno County, and non-governmental organizations, program guidelines to be used in the development of the ATP; and

WHEREAS, a multi-disciplinary advisory group (MAG) evaluates and recommends candidate ATP projects for FCOG to be included in the Program of Projects; and

WHEREAS, the ATP is subject to public review and comment.

NOW, THEREFORE, BE IT RESOLVED, that:

1. FCOG approves the guidelines to be used in the evaluation of candidate projects for inclusion in the FCOG Regional Competitive ATP as set forth in the 2017 Regional Competitive ATP Cycle 3 Guidelines attachment; and
2. The FCOG Executive Director or designee is granted delegated authority for non-substantive changes to the final MPO Guidelines if changes are requested by the CTC after the FCOG Executive Director has consulted with the Chairs and Vice Chairs of the Transportation Technical Committee, Policy Advisory Committee, and Policy Board; and
3. The FCOG Executive Director or designee is authorized to revise the program of projects as necessary in accordance with the guidelines to reflect the programming of projects after the projects are selected; and

4. FCOG will establish a list of contingency projects, ranked in priority order based on the project's evaluation score to be used should there be any project failures, major delays, or savings in the ATP. The contingency list is valid until the adoption of the next ATP Cycle; and
5. The FCOG 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.

THE FOREGOING RESOLUTION was passed and adopted by the Fresno Council of Governments this 26th day of May, 2016.


AYES: Clovis, Coalinga, Firebaugh, Fowler, Fresno City, Huron, Kerman, Kingsburg
Mendota, Orange Cove, Parlier, Reedley, Selma, Fresno County

NOES:

ABSTAIN:

ABSENT: Sañger, San Joaquin

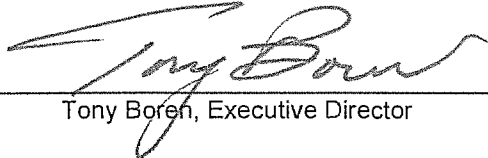
Signed: _____


Amarpreet Dhaliwal, Chairman

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Fresno Council of Governments duly adopted at a regular meeting thereof held on the 26th day of May, 2016.

Signed: _____


Tony Boren, Executive Director

ATTACHMENT 2

**SACRAMENTO AREA
COUNCIL OF
GOVERNMENTS**

Sacramento Area
Council of
Governments

1415 L Street,
Suite 300
Sacramento, CA
95814

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fax: 916.321.9551
tdd: 916.321.9550
www.sacog.org



May 24, 2016

Ms. Susan Bransen, Executive Director
California Transportation Commission
1120 N Street, Mail Station 52
Sacramento, CA 95814

Dear Ms. Bransen:

The Sacramento Area Council of Governments (SACOG) is pleased to submit for your review our proposed Metropolitan Planning Organization (MPO) Guidelines for the Active Transportation Program Cycle 1. The MPO Guidelines were approved by the SACOG Board on May 19, 2016.

The MPO Guidelines were prepared through an open and public process, involving member agencies, advocacy groups, stakeholders, and the public. Additionally, SACOG coordinated with our Regional Transportation Planning Agency partners, El Dorado County Transportation Commission and Placer County Transportation Planning Agency on scoring and criteria development, planning of a call for projects across the six-county region, and preparation of the MPO application.

SACOG's proposal for Cycle 3 is fully described in Attachment A. Attachment A is the staff report and the MPO Guidelines the SACOG Board acted on at the May 19th meeting. The MPO Guidelines outline specific eligibility, project selection process, working group membership, screening, project size and matching requirements, use of a region-specific disadvantaged communities definition in addition to the State-identified definitions, and project performance outcomes and weighting (criteria).

If you have any questions regarding SACOG's proposed MPO Guidelines, please contact Matt Carpenter at mcarpenter@sacog.org or (916) 321-9000.

Sincerely,

Mike McKeever
Chief Executive Officer

Attachment: SACOG Board of Directors approval of Regional ATP Policy Framework

MM:VC:rh

cc: Laurel Janssen, California Transportation Commission
Laurie Waters, California Transportation Commission
Sharon Scherzinger, El Dorado County Transportation Commission
Celia McAdam, Placer County Transportation Planning Agency

Auburn
Citrus Heights
Colfax
Davis
El Dorado County
Elk Grove
Folsom
Galt
Isleton
Lincoln
Live Oak
Loomis
Marysville
Placer County
Placerville
Rancho Cordova
Rocklin
Roseville
Sacramento
Sacramento County
Sutter County
West Sacramento
Wheatland
Winters
Woodland
Yolo County
Yuba City
Yuba County



**Item #16-5-4
Consent**

SACOG Board of Directors

May 12, 2016

Approve Regional Active Transportation Program Policy Framework

Issue: Should the Transportation Committee recommend that the Board approve the SACOG six-county Regional Active Transportation Program (ATP) policy framework?

Recommendation: The Transportation Committee unanimously recommends that the SACOG Board: (1) approve the draft 2016 policy framework for the six-county Regional ATP; (2) authorize staff to submit the Regional ATP policy framework to the California Transportation Commission (CTC) for approval; (3) upon action of the CTC on the Regional ATP policy framework, delegate authority to the Chief Executive Officer (CEO) to issue the final Regional ATP Guidelines and Call for Projects; and (4) in the event that substantive or controversial changes are requested by the CTC, delegate authority to the CEO, after consultation with the Chairs and Vice Chairs of the Board and Transportation Committee, to address the CTC requests and issue the final Regional ATP Guidelines and Call for Projects.

Committee Action/Discussion:

Pursuant to the passage of Senate Bill 99 and Assembly Bill 101, the Active Transportation Program (ATP) was created and is being administered by Caltrans and the California Transportation Commission (CTC). The ATP combines many federal and state funding streams previously used for bicycle, pedestrian, safety, and other related purposes into one funding stream with broad eligibilities. All ATP funds are distributed competitively, with 50 percent of the funds channeled through a statewide competitive program, 10 percent through small urban and rural regions with populations of 200,000 or less, and the final 40 percent being distributed through metropolitan planning organizations (MPOs) in urban areas with populations greater than 200,000, such as the SACOG six-county region. The statutory goals of the ATP include:

- 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 SB 375 and SB 391;
- Enhance public health, including reduction of childhood obesity; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Following the adoption of the third round State ATP Guidelines in March 2016, the statewide competition commenced on April 15 with the issuance of a call for projects. Project sponsors are strongly encouraged to apply first to the State ATP to maximize the region's opportunities to obtain funding through the statewide competition. Technical assistance is available to applicants for the State ATP from SACOG staff to help increase the quality of information, which can also help with applications for the six-county Regional ATP.

Regional ATP Customization

The six-county 2016 Regional ATP is also in its third cycle, and is based on the State ATP. During the April SACOG Advisory and Board Committee cycle, staff provided a briefing on the draft policy framework (Attachment) for the 2016 Regional Active Transportation Program (ATP) to highlight proposed changes to the program and process, in advance of a May 2016 Board action approving the guidelines and issuance of a call for projects. The draft framework reflects previous committee input, builds off the regional customization from Cycles 1 and 2, and incorporates feedback and insights gained from Cycle 2 to strengthen the process for Cycle 3. The proposed Cycle 3 policy framework continues the following elements from the Cycle 2 policy framework:

- Scoring criteria for a project's potential for supporting greenhouse gas emission reduction goals through reducing or shortening vehicle trips;
- Requiring a local match for the project in place of awarding points for leveraging non-ATP funds, in line with SACOG's past practice of requiring, not incentivizing, matching funds; and
- The same process as Cycle 2 to include points related to disadvantaged communities in the event that a 25% threshold is not attained through performance-driven scores.

New to Cycle 3, the draft policy framework recommends the inclusion of a region-specific definition for Disadvantaged Communities, using the definition of low-income and high minority (LIHM) areas used in the environmental justice analysis for the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy. The draft policy framework also clarifies the inclusion of stakeholder support and a public planning process as screening criteria.

Specific to the evaluation process, the policy framework proposes to reduce the number of working group members from 11 to 7 in recognition of the multiple areas of expertise an evaluator is encouraged to represent in discussion and ranking of competing projects. The policy framework also includes a clarification of contact methods in the event the working group identifies questions that could impact a project's ranking.

Timing Overview

The timing and policy of the ATP is determined and constrained by the CTC. The six-county Regional ATP policy framework must first be acted upon by the SACOG Board and then be approved by the CTC. For this reason, the SACOG Board will take action on the policy framework in May and the CTC will take action on the policy framework in June. It will be necessary for the Board to delegate to SACOG's CEO the authority to respond to any CTC changes and to release the Regional ATP call for projects to allow for timely application development.

The State ATP's funding awards will inform the final recommendations of the Regional ATP. The Regional ATP must consider all projects not selected through the Statewide ATP competition, and any regional-only applications, and provide a Board-approved recommendation to the CTC by January 27, 2017. To meet this deadline, staff will provide a preliminary ranking and draft recommendation for the Regional ATP during the October 2016 committee cycle. However, results of the statewide ATP competition will not be announced until October 28th.

Staff will thus submit a final regional recommendation for approval in the November/December 2016 committee cycle that removes any recommended projects funded through the statewide program.

Funding Estimate

The ATP Fund Estimate for Cycle 3 is derived from state and federal sources with program capacities based on Senate Bill 99 and Assembly Bill 101, and guidance from the Federal Highway Administration, CTC, and California State Transportation Agency. Funds will be available in FY 2019/20 through 2020/21. A fund estimate will be released by CTC staff in May and adopted at the May 18th CTC meeting. It is anticipated that roughly two thirds of the amount of funds distributed through past ATP cycles will be available in Cycle 3, or approximately \$6 million for the six-county region.

Approved by:

Mike McKeever
Chief Executive Officer

MM:VC:ds
Attachment

Key Staff: Matt Carpenter, Director of Transportation Services, (916) 340-6276
Renée DeVere-Okie, Team Manager of Programming & Project Delivery, (916) 340-6219
Victoria S. Cacciatore, Associate Analyst, (916) 340-6214

2016 REGIONAL ACTIVE TRANSPORTATION PROGRAM: EL DORADO, PLACER, SACRAMENTO, SUTTER, YOLO, AND YUBA COUNTIES

The purpose of this funding program is to increase and attract active transportation users and provide facilities for walking and biking in urban, suburban, and rural portions of the region and to provide connections between them. Projects and programs funded through this program are consistent with the vision of the Blueprint and support the implementation of the long-range transportation plans for the El Dorado County Transportation Commission (EDCTC), the Placer County Transportation Planning Agency (PCTPA), and the Sacramento Area Council of Governments (SACOG).

EDCTC, PCTPA, and SACOG invest regional funds regularly for infrastructure and non-infrastructure projects benefitting active transportation in the region. ATP funds from the State of California provide an important funding source for active transportation projects.

PROGRAM GOALS

California Senate Bill (SB) 99 establishes California's ATP with six program goals that provide a foundation for the state and regional programs:

- 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 SB 375 (C728, §2008) and SB 391 (C585, §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; and
- Provide a broad spectrum of projects to benefit many types of active transportation users.

ELIGIBLE PROJECT TYPES

The infrastructure projects eligible for this funding program are largely derived from the SACOG Regional Bicycle, Pedestrian, and Trails Master Plan (Master Plan) that is amended every odd year. The Master Plan provides a set of policies and projects for regional bicycle and pedestrian planning efforts across the six-county SACOG region, and was developed through a working group and approved by the Regional Bicycle and Pedestrian Advisory Committee and SACOG Board of Directors. Additionally, bicycle and pedestrian projects included in the Regional Transportation Plans (RTPs) for EDCTC or PCTPA are also eligible. Federal funds may be used for construction, preliminary engineering, environmental work and design, and/or right-of-way. Projects must support the performance outcomes identified in the sections below.

Non-infrastructure projects eligible for funding must meet at least one of two criteria: (1) Encourage biking and walking through public information, education, training, and awareness; and/or (2) Perform studies and develop plans that support one or more of the project performance outcomes identified in the section below. Projects include bike/ped planning, education, information, and marketing efforts.

The ATP is a State of California identified program implemented by the California Transportation Commission and comprised of state and federal funding. The majority of projects will need to meet the requirements of the federal Fixing America's Surface Transportation Act (FAST Act). Projects must also meet eligibility requirements specific to the ATP funding source provided.

INELIGIBLE PROJECT TYPES

Projects in new developments that are considered "good practices" according to FHWA guidelines, long-term staff positions, transit operations, law enforcement, and bicycle racks for carpools, vanpools, or private vehicles are ineligible for ATP funds.

PROJECT SELECTION PROCESS

The application process will be specific to the Regional ATP. In administering the Regional ATP, SACOG will consider projects not selected for programming in the statewide competition. Project applicants are encouraged to discuss potential Regional ATP projects with regional transportation planning agency (RTPA) staff, and may elect to identify a reduced scope version of their state-submitted project for the Regional ATP competition.

A Regional ATP Team comprised of representatives from the three RTPAs in the region (EDCTC, PCTPA, and SACOG) will screen applications for eligibility. Applications will be removed from the competitive process if found ineligible based on these guidelines. Projects not selected for programming in the statewide ATP competition, but deemed eligible for the state program will be considered; to compete in the regional program, applicants will be required to submit a supplemental application. The Regional ATP Team will forward the eligible applications to the Active Transportation Working Group, comprised of seven experts from the areas of land use planning, bike/ped planning, project engineering, first-mile/last-mile access to transit, health and equity, and the impact of transportation infrastructure on greenhouse gas emissions.

The Working Group will be recruited from standing advisory committees, multidisciplinary and represent a diverse geography across the region. The Working Group is required to review, evaluate, and score the applications according to its own process, and will not discard any applications submitted to the Regional ATP. Working Group members will not vote or comment on applications from their own organizations. The Working Group prioritizes and ranks the projects, according to an iterative process that uses both quantitative and qualitative methods. The Working Group and/or SACOG staff reserves the right to contact applicants during this project selection process for additional information. The applicant may be provided the opportunity to address the Working Group either by phone, email, or during a meeting to address questions related to the scope of work, budget, timeline, and performance considerations. After collectively evaluating the projects, the Working Group members will submit re-evaluated application

scores to the Regional ATP Team at the conclusion of the Working Group review period.

Following the announcement of the statewide ATP awards, the Regional ATP Team will remove any projects successful in securing funds through the statewide competition from further consideration for the Regional ATP. The Regional ATP Team will then use the re-evaluated application scores to finalize the funding recommendation, and will confirm that a minimum 25% of available ATP funds are dedicated to projects and programs benefiting Disadvantaged Communities (DAC) as identified in the State Guidelines, and/or the definitions for low-income and minority communities used in the environmental justice analysis for the 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy. In the event the minimum DAC threshold is not obtained, the DAC points (0-10) will be applied to the entire project list and the projects re-ranked. Discretion will be placed on the Working Group and Regional ATP Team to select a comprehensive package of projects.

PROJECT SCREENING

To be selected for funding, a project or program must meet the following screening criteria:

1. **Project is one of the eligible types of non-infrastructure, infrastructure, or a combination of infrastructure and non-infrastructure as identified under "Eligible Project Types".**
2. **Infrastructure Project is a planned project included in the SACOG Master Plan or the Regional Transportation Plan of EDCTC or PCTPA. Only under special circumstances will an application be considered for a project that is not listed in one of these sources.**
3. **Project must be ready for inclusion in the Metropolitan Transportation Improvement Program, with project scope and cost. The project application may include the cost of preparing environmental documents. 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 appropriate RTPA (EDCTC, PCTPA, or SACOG) for re-evaluation following completion of the environmental process.

4. **Project is eligible for appropriate funding sources** (i.e., TAP, HSIP, State Highway Account funds, State SRTS).
5. **Project meets the minimum dollar amount for an infrastructure or non-infrastructure project and includes at least an 11.47 local match; application is to all project categories.**
 - a. Infrastructure project minimum is \$282,390 (\$250,000 funding request + \$32,390 local match).
 - b. Non-Infrastructure project minimum is \$56,478 (\$50,000 funding request + \$6,478 local match).
 - c. Public agencies applying for funding for smaller projects may want to consider combining projects to meet the project minimum thresholds, or consider a larger, multi-year program or project.
6. **Public Participation Planning.** The project applicant must demonstrate stakeholder support and how a community-based public participation process resulted in the identification and prioritization of the proposed project.
7. **Partnering with Community Conservation Corps.** The project applicant must demonstrate that the California Conservation Corps, or a qualified community conservation corps, was sought out to participate as a partner to undertake the project; or provide demonstration of the cost-effectiveness clause 23 CFR 635.204 and provide the relevant documentation.
8. **Project is not part of developer-funded basic good practices.** The project applicant

must demonstrate the project complies with the policy statement and design guidance adopted by FHWA to accommodate bicycle and pedestrian travel.

In addition to how projects address the program goals discussed above, the following scoring criteria considerations will be used by the Active Transportation Working Group to make funding recommendations to the Regional ATP Team.

PROJECT SCORING

Projects will be scored based on the criteria described in the State ATP guidelines with minor modifications as described below.

Project Performance Outcomes (0-90 points)

1. Project has potential to increase walking and bicycling through targeted strategies: increasing access to transit services, increasing access to schools, eliminating gaps or removing barriers in the bicycle/pedestrian network, and completing facilities. **0- 5 points**
2. Project has the potential to reduce the number and/or rate of pedestrian and bicyclist fatalities and injuries. **0-25 points**
3. Project improves public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma or other health issues. **0-10 points**
4. Project demonstrates cost effectiveness, which is achieved by minimizing projected capital and operating expenditures while offering strong performance benefits. **0-10 points**
5. Project advances active transportation efforts to achieve greenhouse gas reduction goals through reducing or shortening vehicle trips today and over time, as established pursuant to SB 375 and SB 391, and demonstrates potential for placemaking. **0-10 points**

Other Considerations (up to 20 points)

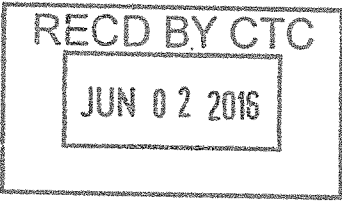
1. Project sponsor demonstrates good performance on past grants and/or federal aid projects or programs. **0-5 points**
2. Project sponsor demonstrates readiness to move forward with the project on a timely schedule (i.e., application includes clear schedule, cost, and partnerships to deliver the project). **0-5 points**
3. Project provides benefit for a disadvantaged community. **0-10 points will be applied in the event the 25 percent ini u is not et.** (Please reference the project selection process section.)

FUNDING RECIPIENT REQUIREMENTS

Recipients must submit a quarterly update on all projects receiving funding during the 2016 Regional ATP Cycle. Failure to do so could result in negative impacts for future funding rounds.

ATTACHMENT 3

**SAN DIEGO
ASSOCIATION OF
GOVERNMENTS**



401 B Street, Suite 800
 San Diego, CA 92101-4231
 (619) 699-1900
 Fax (619) 699-1905
 sandag.org

May 27, 2016

File Number 3300200

Ms. Susan Bransen
 Executive Director
 California Transportation Commission
 1120 N Street, Room 2221 (MS-52)
 Sacramento, CA 95814

MEMBER AGENCIES

- Cities of
- Carlsbad
- Chula Vista
- Coronado
- Del Mar
- El Cajon
- Encinitas
- Escondido
- Imperial Beach
- La Mesa
- Lemon Grove
- National City
- Oceanside
- Poway
- San Diego
- San Marcos
- Santee
- Solana Beach
- Vista
- and
- County of San Diego

ADVISORY MEMBERS

- Imperial County
- California Department of Transportation
- Metropolitan Transit System
- North County Transit District
- United States Department of Defense
- San Diego Unified Port District
- San Diego County Water Authority
- Southern California Tribal Chairmen's Association
- Mexico

Dear Ms. Bransen:

SUBJECT: Proposed Regional Guidelines for the Active Transportation Program, Cycle 3

The San Diego Association of Governments (SANDAG) is pleased to submit its proposed regional guidelines for consideration at the upcoming California Transportation Commission (CTC) meeting scheduled for June 29-30, 2016. The SANDAG regional guidelines were prepared through an extensive public process involving member agencies, advocacy groups, stakeholders, and members of the public, and were unanimously approved by the SANDAG Board of Directors on May 27, 2016.

The proposed SANDAG guidelines (enclosed) align with requirements within the 2016 ATP Guidelines, including the benefit to disadvantaged communities, the types of projects considered to be eligible, the minimum project size, and the inclusion of public health scoring criteria. SANDAG respectfully submits the below proposed areas that differ from the ATP Guidelines for CTC consideration. Other aspects of the SANDAG regional guidelines remain consistent with the ATP guideline requirements.

- Project criteria/weighting: additional evaluation criteria is based on previously adopted regional priorities (see pages 22-26 for infrastructure projects, and pages 30-33 for non-infrastructure projects). References to the statewide application are included within each scoring criteria, as applicable.
- Supplemental questionnaire: applicants will be required to submit a supplement to the statewide application (see page 15) to provide additional information not requested in the statewide application.

Please contact Ariana zur Nieden at (619) 699-6961 or ariana.zurnieden@sandag.org or Jenny Russo at (619) 699-7314 or jenny.russo@sandag.org for additional information or clarification. We appreciate your consideration of the proposed SANDAG regional guidelines at the upcoming June CTC meeting.

Sincerely,


GARY L. GALLEGOS
Executive Director

GGA/JRU

Enclosure: SANDAG Regional Guidelines for CTC Approval

cc: Ms. Laurie Waters



401 B Street, Suite 800
San Diego, CA 92101
Phone (619) 699-1900
Fax (619) 699-1905
sandag.org

RESOLUTION NO. 2016-27

APPROVING THE SUBMISSION OF THE CYCLE 3 REGIONAL ACTIVE TRANSPORTATION PROGRAM SCORING CRITERIA TO THE CALIFORNIA TRANSPORTATION COMMISSION FOR USE IN THE COMPETITION

WHEREAS, the Legislature and Governor of the State of California have provided funds for the Active Transportation Program (ATP) under Senate Bill 99, Chapter 359, and Assembly Bill 101, Chapter 354; and

WHEREAS, the California Transportation Commission (CTC) has been delegated the responsibility for the administration of this grant program, and has established necessary procedures; and

WHEREAS, the CTC has required in its ATP Guidelines that Metropolitan Planning Organizations (MPOs) coordinate the competitive selection process to select projects to receive a portion of the ATP funding; and

WHEREAS, the ATP Guidelines allow MPOs to use a different project selection criteria or weighting, minimum project size, match requirement, or definition of disadvantaged community for their competitive selection process with CTC approval; and

WHEREAS, the San Diego Association of Governments (SANDAG), as the MPO for the San Diego region, has developed program guidelines that utilize different project selection criteria and weighting for Cycle 3 of the San Diego regional ATP competition; and

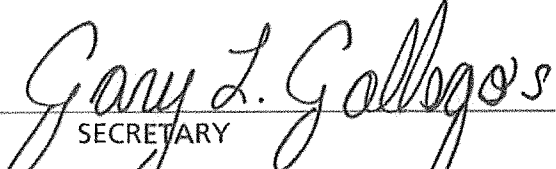
WHEREAS, the CTC requires the Governing Body of the MPO to approve the proposed program guidelines for submittal to the CTC; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors, acting as the MPO Governing Body, confirms that the Cycle 3 San Diego Regional ATP program guidelines are consistent with the ATP Guidelines established by the CTC, and hereby recommends the scoring criteria be submitted to the CTC for consideration.

PASSED AND ADOPTED this 27th of May, 2016.



CHAIR

ATTEST: 

SECRETARY

MEMBER AGENCIES: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

ADVISORY MEMBERS: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, San Diego Unified Port District, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.



401 B Street, Suite 800 • San Diego, CA 92101 • (619) 699-1900

**2016
ACTIVE TRANSPORTATION
PROGRAM GUIDELINES**

**SAN DIEGO REGIONAL COMPETITION
ATP CYCLE 3**

CYCLE 3 SCHEDULE

The following schedule lists the major milestones for the development and adoption of the Cycle 3 ATP.

Statewide Competition	
CTC adoption of ATP Guidelines	3/17/2016
Estimated available funding released	5/18/2016
Statewide Call for Projects released	4/15/2016
Application submittal deadline for Statewide Competition	6/15/2016
CTC staff recommendation of projects for Statewide Competition	10/28/2016
CTC approval of recommended projects for Statewide Competition	12/7-12/8/16
Regional Competition	
Estimated available funding released by CTC	5/18/2016
Staff recommendation of Regional ATP guidelines presented to SANDAG Transportation Committee	5/20/2016
Regional ATP guidelines considered by SANDAG Board of Directors	5/27/2016
CTC considers SANDAG Regional Guidelines for approval	6/29-6/30/16
Regional Call for Projects released	7/1/2016
Pre-Application Workshop for Regional Competition	7/14/2016
Application submittal deadline for Regional Competition	8/19/2016
Scoring and ranking of Regional Competition applications	9/1-11/4/16
SANDAG Independent Taxpayer Oversight Committee (ITOC) reviews <i>TransNet</i> /ATP Swap concept (if applicable)	11/9/2016
TransNet Swap coordination with applicants (if applicable) for Regional Competition	11/14-11/23/16
Deadline for Applicants to submit Resolution	11/25/2016
Publication of ranked project list (through posting of Transportation Committee Agenda) for Regional Competition	12/2/2016
Staff recommendation of Regional Competition ranked projects presented to SANDAG Transportation Committee	12/9/2016
Regional ATP project rankings considered by SANDAG Board of Directors	12/16/2016
CTC considers adoption of ranked project list for SANDAG Regional Competition	March 2017

OVERVIEW

REIMBURSEMENT

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

ELIGIBLE PROJECTS

All projects will be selected through this competitive process and must meet one or more of the ATP program goals. Because the majority of funds in the ATP are federal funds, projects must be federal-aid eligible.

All projects submitted must be consistent with the 2050 Regional Transportation Plan/Sustainable Communities Strategy.

There are four different eligible project types:

1. INFRASTRUCTURE PROJECTS

Capital projects that will further the goals of the ATP. 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 CTC's website at <http://www.catc.ca.gov/programs/stip.htm>.

A capital improvement that is required as a condition for private development approval or permits is not eligible for funding from the ATP.

2. NON-INFRASTRUCTURE PROJECTS

Education, encouragement, and enforcement activities that further the goals of the ATP. The CTC intends to focus funding for non-infrastructure 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. ATP funds cannot fund ongoing program operations. Non-infrastructure projects are not limited to those that benefit 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.

3. INFRASTRUCTURE PROJECTS WITH NON-INFRASTRUCTURE COMPONENTS

Projects that have both infrastructure and non-infrastructure components will be scored using the scoring criteria that represents the higher proportion of the project. For example, a project that is more than 50 percent infrastructure will be scored using the infrastructure scoring criteria. Combination projects need to specify the percentage of each component (e.g. 75% infrastructure and 25% non-infrastructure).

4. PLANS

The development of a community-wide bicycle, pedestrian, safe routes to school, or active transportation plan in a disadvantaged community.

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- The term “minority” is described by the Federal Highway Administration as: Black (having origins in any of the black racial groups of Africa); Hispanic (of Mexican, Puerto Rican, Cuban, Central or South American or other Spanish culture or origin, regardless of race); Asian American (having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or American Indian and Alaskan Native (having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).
- Low-income populations are those with income levels below 200 percent of the Federal Poverty Rate.
- Senior populations include anyone 75 years old and older.
- Projects located within Federally Recognized Tribal Lands (typically within the boundaries of a Reservation or Rancheria).

SAFE ROUTES TO SCHOOL PROJECTS

For a project to qualify for Safe Routes to School designation, 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 student must be the intended beneficiaries of the project. Other than traffic education and enforcement activities, non-infrastructure projects do not have a location restriction.

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 (fhwa.dot.gov/environment/recreational_trails/).

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.

EXAMPLE PROJECTS

Below is a list of projects considered generally eligible for ATP 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 Caltrans Department of Local Assistance ATP website available at http://www.dot.ca.gov/hq/LocalPrograms/atp/atp_info.html.

- 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 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 analyses.
 - Conducting pedestrian and bicycle safety education programs.
 - Development and publishing of community walking and biking maps, including school route/travel plans.
 - Development and implementation of walking school bus or bike train programs.
 - Components of open streets events directly linked to the promotion of a new infrastructure project 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.

PROJECT APPLICATION REQUIREMENTS

To apply for the regional competition, all applicants must complete:

1. The application utilized for the statewide competition

The statewide application is available on the Caltrans ATP website at:

<http://www.dot.ca.gov/hq/LocalPrograms/atp/cycle-3.html>

2. The Regional ATP Supplemental Questionnaire

The Regional ATP Supplemental Questionnaire is included on the following page.

3. A resolution from the applicant's authorized governing body that includes the following provisions, consistent with SANDAG Board Policy No. 035:¹

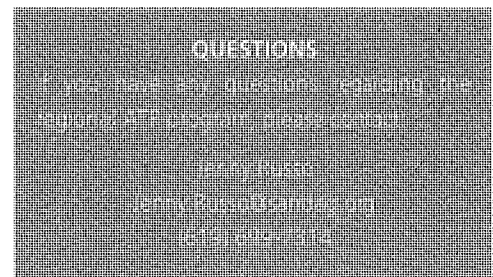
- Applicant's governing body commits to providing the amount of matching funds set forth in the grant application.
- Applicant's governing body authorizes staff to accept the grant funding and execute a grant agreement, if an award is made by the CTC or SANDAG.

Applicants that submit applications for the statewide competition will automatically be considered for the regional competition. Applicants that applied for the statewide competition do not need to submit another copy of their application to SANDAG if they have already provided one as part of the statewide competition; however all applicants for the regional competition must submit the Regional ATP Supplemental Questionnaire and a resolution from their authorized governing body to provide additional information needed for the regional competition.

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 project.

One electronic (PDF) copy of the application must be received by SANDAG no later than 4 p.m. on Friday, August 19, 2016. Applications should be addressed to:

Jenny R. Russo
Regional ATP Administrator
SANDAG
401 B Street, Suite 800
San Diego, CA 92101
Jenny.Russo@sandag.org



PRE-APPLICATION WORKSHOP

SANDAG will conduct a pre-application workshop for prospective applicants to provide an overview of the ATP program and the application process, and answer any questions. Applicants are strongly encouraged to attend this workshop. The workshop will take place on Thursday, July 14, 2016, from 10 a.m. to 12 p.m. in the Seventh Floor Board Room at SANDAG.

REFERENCE DOCUMENTS

¹ The Resolution should be submitted with the Application, but at the very latest, must be received by SANDAG prior to November 25, 2016. The Resolution will be utilized in the event a *TransNet*-ATP funding exchange is implemented.

REGIONAL ATP SUPPLEMENTAL QUESTIONNAIRE

NON-INFRASTRUCTURE APPLICATIONS

Applicants that would like to be considered for non-infrastructure funding for the regional ATP competition must answer the following question, as a supplement to the statewide application:

- **INNOVATION:** Does this project propose any solutions that are new to the San Diego Region?

INFRASTRUCTURE APPLICATIONS

Applicants that would like to be considered for infrastructure funding for the regional ATP competition must answer the following questions, as a supplement to the statewide application:

- **PROJECT READINESS – COMPLETION OF MAJOR MILESTONES:** Which of the following steps for the project have been completed?
 - Community Active Transportation Strategy/Neighborhood-Level Plan/Corridor Study
 - Environmental Documentation/Certification
 - Right-of-Way Acquisition
 - Final Design
- **LINKAGES TO BICYCLE, PEDESTRIAN, AND TRANSIT NETWORKS:** Provide a map that clearly illustrates the project's relationship to existing local and regional bicycle, pedestrian, and transit facilities. Specifically, note if the project closes any gaps in bicycle and pedestrian facilities.
- **EFFECTIVENESS AND COMPREHENSIVENESS OF PROPOSED PROJECT:** Describe the specific traffic calming, pedestrian, and bicycle treatments being proposed and why they are particularly suited to address the needs of the project area. Address how the traffic calming measures will benefit pedestrians and bicycles.
- **COMPLEMENTARY PROGRAMS:** Describe any programs that complement the proposed infrastructure improvements, including awareness, education efforts, increased enforcement, bicycle parking, etc. and who will be implementing them. In order to achieve points, programs must be included in the scope of the project.
- **INNOVATION:** Is this project an FHWA or State Experimentation Effort? Does this project propose any solutions that are new to the San Diego region?

OVERVIEW

few projects as practicable. Should a funding exchange be proposed, projects that elect to participate in the exchange would be removed from the regional ATP ranking and be funded through *TransNet*. The *TransNet*-funded projects would be administered as other *TransNet* Active Transportation Grant Program projects and be subject to the terms and conditions of SANDAG Board Policy No. 035.

SANDAG staff will make the determination of whether a funding exchange is an option under the Cycle 3 Regional ATP. The ability to make the exchange and the terms and conditions of such exchange shall be in SANDAG's sole discretion and this determination will be made for Cycle 3 only.

Note: Projects that are a component of major roadway reconstruction projects funded by *TransNet* are subject to the Routine Accommodations Provisions outlined in SANDAG Board Policy No. 031: *TransNet* Ordinance and Expenditure Plan Rules, Rule 21 and will not not eligible for the funding exchange.

SELECTION PROCESS

SANDAG Contracts and Procurement staff will present the list of overall project rankings and corresponding funding recommendations to the Transportation Committee for recommendation to the SANDAG Board of Directors. The SANDAG Board will review and recommend the final list of projects to the CTC for consideration. The CTC will consider the Regional ATP project rankings in March 2017.

may also use AASHTO standards and must also be consistent with the guidelines outlined in Riding to 2050: The San Diego Regional Bike Plan and Planning and Designing for Pedestrians.

PROJECT READINESS (INFRASTRUCTURE PROJECTS ONLY)

Applicant must have completed a feasibility study or an equivalent evaluation of project feasibility. For smaller-scale projects, an equivalent evaluation of project feasibility must have included the following:

- Agency staff field evaluation
- Concept drawings
- Horizontal alignment
- Identification of potential challenges
- Identification of right-of-way
- Identification of environmental requirements
- Cost estimate
- Preliminary community input

BASELINE DATA COLLECTION

Applicants must include baseline data collection within the project application. Prior to project construction, a selected applicant must collect data on (at minimum) observed bicycle and pedestrian demand and safety in the project area, and submit results to SANDAG. A subset of selected applicants may be selected for in-depth evaluation by SANDAG, in which case, SANDAG will conduct the data collection effort with required participation from the selected applicants' staff. Such in-depth evaluation conducted by SANDAG will take place solely for the purpose of SANDAG Active Transportation data collection and monitoring efforts, and will not impact the selected applicants' budgets.

Bicycle and pedestrian observed demand data must be collected prior to project construction, through counts, observations of bicyclist/pedestrian/driver behavior, and intercept surveys using the National Bicycle and Pedestrian Documentation Project methodology:

- Counts must be conducted prior to project construction, during National Documentation Days in the second week of September. Supplementary counts and surveys can be conducted during January, May, and July to provide seasonal data if desired.
- Counts should be conducted for two hours, at peak times relative to the facility. For example, facilities attracting utilitarian trips should be counted on a Tuesday, Wednesday, or Thursday from 5 p.m. to 7 p.m., whereas facilities attracting recreational trips should be counted on a Saturday, from 9 a.m. to 11 a.m.
- Counts must be conducted using standard forms, to be provided by SANDAG. Completed forms must be submitted to SANDAG as a project deliverable.

E. Safety and Access Improvements

(Part B, Narrative Question #3)

Points for this section will be awarded based on the applicant's description of safety hazards and/or collision history, degree of hazard(s), and potential for increasing bicycle or pedestrian trips. Some hazards may be so unsafe as to prohibit access and therefore lack collision data. Projects lacking collision data may still receive points only for creating safe access or overcoming hazardous conditions; however, the highest scoring projects will present both.

To earn points without collision data, Applicant must describe detractors in the project area that prohibit safe access (ex. lack of facilities, high traffic volumes/speeds where bicycle/pedestrian trips would increase with safer access, freeway on/off ramps, blind curves, steep slopes, etc.) The evaluation panel will also consider vehicle speed limit and average daily traffic information in identifying the degree of hazard. *(Up to 12 points possible)*

- One to two correctable collisions involving non-motorized users (2 points)
- Three to four correctable collisions involving non-motorized users (4 points)
- Five or more correctable collisions involving non-motorized users (6 points)

and/or

- Creates access or /overcomes barriers in an area where hazardous conditions prohibit safe access for bicyclists and pedestrians (6 points)

5. QUALITY OF PROJECT

This section will be scored using the guidance outlined in SANDAG Riding to 2050: The San Diego Region Bicycle Plan; Planning and Designing for Pedestrians; and the NACTO Urban Bikeway Design Guide.

Points will be awarded based on the quality of proposed measures and the potential to address community needs identified by the Applicant. The highest scoring projects will make significant infrastructure changes that result in reduced speeds and safer environments for bicyclists and pedestrians, balance the needs of all modes, and include a broad array of devices to calm traffic and/or prioritize bicyclists and pedestrians. Low-scoring projects will have fewer features and make minimal improvements.

A. Impact and Effectiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures²

(Part B, Narrative Question #3)

Up to 5 points are available within each of the three project categories: bicycle, pedestrian, and/or traffic calming measures. Therefore, projects that propose improvements in more than one category are eligible to earn more points *(up to 15 total points possible)*. In scoring traffic calming measures, the following minimum thresholds for frequency/effectiveness of traffic calming devices along a roadway will be taken into consideration:

Residential Street (20 mph) = Devices every 250 feet (on either side)

Collector or Main Street (25 mph) = Devices every 400 feet

Arterial street (35 mph) = Devices every 800 feet

- How well will the proposed traffic calming address the identified need in the project area? Are the proposed solutions appropriate for the situation? (up to 5 points)
- How well will the proposed pedestrian improvements address the identified need in the project area? (up to 5 points)

² Traffic calming measures that consist of roadway improvements that benefit motorists only will receive 0 points.

**7. DEMAND ANALYSIS USING GEOGRAPHIC INFORMATION SYSTEM (GIS)
(PART 2, GENERAL PROJECT INFORMATION)**

*NOTE: SANDAG Technical Services Department staff will calculate the points awarded for this criterion based on a GIS analysis of the project area relative to the seven factors listed below.

A half-mile buffer will be created around pedestrian improvement projects and a one-mile buffer will be created around bicycle improvement projects. Results for each factor will be ranked from highest to lowest (with the exception of vehicle ownership, which will be ranked from lowest to highest), in quintiles, for all projects. Projects will then be scored relative to each other by ranking the raw scores from highest (up to 15 points) to lowest (1 point). (Up to 15 points possible)

- Population
- Population Density
- Employment Density
- Intersection Density
- Activity Centers
- Employment
- Vehicle Ownership

**8. PROJECT READINESS/COMPLETION OF MAJOR MILESTONES
(PART 5, PROJECT SCHEDULE, AND REGIONAL ATP SUPPLEMENTAL QUESTIONNAIRE)**

Evidence of a completed feasibility study or equivalent evaluation of project feasibility. Points will be awarded based on the project development milestones completed. *(Up to 20 points possible)*

- Neighborhood-level plan, corridor study, or community active transportation strategy. *(Up to 2 points)*
- Environmental clearance under California Environmental Quality Act and the National Environmental Policy Act. *(Up to 4 points)*
- Completion of right-of-way acquisition, all necessary entitlements, or evidence provided by the applicant that no right-of-way acquisition is required. *(Up to 4 points)*
- Completion of final design (plans, specifications, and estimates). *(Up to 10 points)*

**9. COST EFFECTIVENESS
(COVER PAGE, TOTAL ATP \$)**

Ratio of Grant Request to Project Score

*NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criterion.

The grant-score ratio is calculated by dividing the total project grant request amount by the sum of points earned in Categories 1 through 5. The projects will be ranked against each other based on the resulting quotient and the available 10 points will be distributed accordingly. The project(s) with the largest quotient will receive 10 points, and the one(s) with the smallest quotient will receive 1 point. (Up to 10 points possible)

**10. MATCHING FUNDS
(COVER PAGE, MATCHING \$; PART 6, PROJECT FUNDING ; AND PART B, NARRATIVE QUESTION #7)**

*NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criterion.

Supporting documentation demonstrating that matching funds have been secured and the source(s) of the matching funds should be detailed. Matching funds that have not been secured will not count toward this score.

Points for matching funds will be awarded by ranking the matching fund amounts proposed by each applicant, dividing each matching fund amount by the highest matching fund rank, then multiplying the number of points available by this quotient. The project with the largest proposed matching funds will receive ten points. Projects that do not include matching funds will receive 0 points. (Up to 10 points possible)

INFRASTRUCTURE PROJECTS

INFRASTRUCTURE SCORING CRITERIA MATRIX

Infrastructure projects will be scored and ranked on the basis of applicant responses to the Infrastructure Scoring Criteria Guidance.

Points calculated by SANDAG’s Technical Services Department or Contracts and Procurement staff are marked with an asterisk (*).

No.	CATEGORY	PTS	CRITERIA	POINTS POSSIBLE	%
1. PROJECT CONNECTIONS (21% of total points)					
A.*	Connection to Regional Bicycle Network	6 8	Project will directly connect to the Regional Bikeway Network or Project will construct part of the Regional Bikeway Network	Up to 8	5%
B.	Completes Connection in Local Bicycle Network	8	Closes a gap between existing bicycle facilities	Up to 8	5%
C.	Completes Connection in Existing Pedestrian Network	8	Closes a gap in the existing pedestrian network	Up to 8	5%
D.*	Connection to Transit	6 2 4 4 6	Bicycle improvement within 1 ½ miles of a regional transit station and/or Pedestrian improvement within 1/4 mile of a local transit stop Pedestrian improvement directly connects to a local transit stop Pedestrian improvement within 1/2 mile of a regional transit station Pedestrian improvement directly connects to a regional transit station	Up to 12	7%
2. SAFETY AND QUALITY OF PROJECT (31% of total points)					
A.	Safety and Access Improvements	2 4 6 6	Potential for increasing bicycle or pedestrian trips at location with documented safety hazard or accident history <i>within the last seven years</i> : 1 to 2 correctable crashes involving non-motorized users 3 to 4 correctable crashes involving non-motorized users 5 or more correctable crashes involving non-motorized users and/or Creates access or overcomes barriers in area where hazardous conditions prohibit safe access for bicyclists and pedestrians.	Up to 12	7%
B.	Impact and Effectiveness of Proposed Bicycle, Pedestrian, and/or Traffic Calming Measures	Up to 5	How well will the proposed traffic calming address the identified need in the project area? Are the proposed solutions appropriate for the situation?	Up to 15	9%
		Up to 5	How well will the proposed pedestrian improvements address the identified need in the project area?		
		Up to 5	How well will the proposed bicycle improvements address the identified need in the project area?		

INFRASTRUCTURE PROJECTS

No.	CATEGORY	PTS	CRITERIA	POINTS POSSIBLE	%
8. PUBLIC HEALTH (6% of total points)					
			Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?	Up to 10	6%
		2	Coordination with the local health department to identify data and risk factors for the community.		
		2	Description of the targeted populations and the health issues that the project will address.		
		3	Assessment of health data using the online California Health Interview Survey tool.		
		3	Assessment of the project's health benefits using the online Health Economic Assessment Tool		
9. USE OF CALIFORNIA CONSERVATION CORPS OR A QUALIFIED COMMUNITY CONSERVATION CORPS (-3% of total points)					
		0	The applicant sought California Conservation Corps or a qualified Community Conservation Corps participation on the project	0 to -5	-3%
			or		
		-5	The applicant did not seek California Conservation Corps or a qualified Community Conservation Corps for participation on the project, or the applicant intends not to utilize a corps in a project in which the corps can participate		
10. BENEFIT TO DISADVANTAGED COMMUNITY (6% of total points)					
		10	The project benefits a disadvantaged community.	Up to 10	6%
			or		
		0	The project does not benefit a disadvantaged community.		
TOTAL PROJECT SCORE				170	100%

NON-INFRASTRUCTURE SCORING CRITERIA GUIDANCE

The following narrative descriptions will be used to assist the evaluation panel in scoring non-infrastructure applications. The Non-Infrastructure Scoring Criteria Matrix on pages 33-34 is a summary of this information. References to the statewide application or Regional ATP Supplemental Questionnaire are shown in green text next to each section heading below.

1. ALIGNMENT WITH ATP OBJECTIVES (PART B, NARRATIVE QUESTION #2)

Points will be awarded based on how well the proposed project aligns with the ATP objectives. The highest scoring projects will demonstrate the potential for measurable impact across multiple objectives. *(Planning: Up to 30 points; EEA Programs: Up to 20 points; Bike Parking: Up to 20 points)*

2. COMPREHENSIVENESS (ATTACHMENT G: NON-INFRASTRUCTURE WORK PLAN)

Points will be awarded according to the comprehensiveness of the proposed project, plan, or program, in terms of both scope and scale. The quality of the proposed project and its potential to address community needs identified by the Applicant will be considered.

- **Planning:** The highest scoring projects will: aim to address Complete Streets principles; incorporate traffic calming measures for the benefit of pedestrians and bicycles; prioritize bike/pedestrian access; and/or be considered a Community Active Transportation Strategy (CATS). *(Up to 15 points)*
- **EEA Programs:** The highest scoring projects will: reach more of the region's residents, including specific underserved or vulnerable populations that lack vehicular access; take place over a longer period of time; complement a capital improvement project; and/or be part of a larger Transportation Demand Management (TDM) effort. Lower-scoring projects will be smaller in scope, scale, or duration, and will be independent of any capital improvement projects. *(Up to 15 points)*
- **Bike Parking:** The highest scoring projects will: cover a larger geographic area; complement a capital improvement project; and/or be part of a larger TDM effort. Lower-scoring projects will be smaller in scope and scale, and will be independent of any capital improvement projects. *(Up to 10 points)*

3. METHODOLOGY (ATTACHMENT G: NON-INFRASTRUCTURE WORK PLAN)

Points will be awarded across all categories according to how well the proposed effort will meet the demonstrated need and project goals.

- **Planning:** Highest scoring projects will include a comprehensive planning process in their scopes of work that addresses the goals of Complete Streets, prioritizes bicyclist and pedestrian access, plans for traffic calming, and ties into Safe Routes to School efforts in the project area. *(Up to 35 points)*
- **EEA Programs:** Highest scoring projects will clearly and succinctly demonstrate how the project scope of work will directly address the proposed program goals and objectives, and will also list measurable objectives and/or deliverables. Lower scoring projects will state a generic need, broad goals, and/or will fail to clearly articulate how the scope of work will address project goals. *(Up to 35 points)*
- **Bicycle Parking:** Projects must demonstrate that they meet guidelines outlined in Riding to 2050: The San Diego Regional Bicycle Plan, available at http://www.sandag.org/uploads/publicationid/publicationid_1674_14591.pdf. Innovations that deviate from the guidelines may still be considered. The highest scoring bicycle parking projects will be appropriately located with attractive and functional designs and demonstrate how the project will directly address the proposed program goals and objectives. *(Up to 15 points)*

8. COST EFFECTIVENESS (COVER PAGE, TOTAL ATP 5)

NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criterion.

The grant-score ratio is calculated by dividing the total project grant request amount by the sum of points earned in Categories 1 through 7. The projects will be ranked against each other based on the resulting quotient and the available 20 points will be distributed accordingly. The project(s) with the largest quotient will receive 20 points, and the one(s) with the smallest quotient will receive 1 point. *(Up to 20 points)*

9. MATCHING FUNDS (COVER PAGE, MATCHING 5; PART 6, PROJECT FUNDING ; AND PART B, NARRATIVE QUESTION #7)

NOTE: SANDAG Contracts and Procurement staff will calculate the points awarded for this criterion.

Supporting documentation that demonstrates that matching funds have been secured AND the source(s) of matching funds are detailed. Matching funds that have not been secured will not count toward this score.

Points for this criterion will be calculated by SANDAG Contracts and Procurement staff by dividing the total project cost as proposed in the application by the grant request. The projects will be awarded points proportionately on a scale of 0 to 20 based on the statistical distribution of matching fund quotients. The project(s) with the largest quotient will receive 20 points, and the project(s) with no matching funds will receive no points. *(Up to 20 points)*

10. PUBLIC HEALTH (PART B, NARRATIVE QUESTION #5)

Up to 15 points will be awarded for improving public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma, or other health issues. Points will be awarded to applicants that conduct the following:

- Coordinate with the local health department to identify data and risk factors for the community (4 points)
- Describe the targeted populations and the health issues that the project will address (3 points)
- Assess health data using the online California Health Interview Survey (CHIS) tool available at <http://healthpolicy.ucla.edu/chis/Pages/default.aspx> (4 points)
- Assess the project's health benefits using the online Health Economic Assessment Tool (HEAT) available at <http://www.heatwalkingcycling.org> (4 points)

NON-INFRASTRUCTURE PROJECTS

9*	Matching Funds				
	ALL	<p>Matching funds can be from any of the following sources:</p> <ol style="list-style-type: none"> 1. Identified and approved capital funding from identified source 2. Approved match grant 3 In-kind services <p>Points for matching funds are awarded by dividing the total project cost as proposed in the application by the grant request. The project(s) with the largest quotient will receive twenty points, and the project(s) with no matching funds will receive no points.</p>	20	20	20
10	Public Health				
	ALL	<p>Does the project improve public health by targeting populations with high risk factors for obesity, physical inactivity, asthma, or other health issues?</p>	15	15	15
TOTAL POINTS			170	170	170

ATTACHMENT 4
TULARE COUNTY
ASSOCIATION OF
GOVERNMENTS



210 North Church St. Suite B.
Visalia, California 93291
Phone (559)623-0450
Fax (559)733-6720
www.tularecog.org

May 24, 2016

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

Dear Ms. Bransen,

Subject: Proposed ATP Cycle 3 MPO Component Project Selection Guidelines

The Tulare County Association of Governments (TCAG) is pleased to present for your review our proposed ATP Cycle 3 MPO Component Project Selection Guidelines. The guidelines were prepared in cooperation with member agencies, stakeholders, and the public. Attachment A consists of the proposed guidelines which were unanimously approved by the TCAG Board of Directors on May 16, 2016. Attachment B is the TCAG Board resolution of approval.

The TCAG guidelines use the CTC statewide ATP guidelines with some additions and modifications. These additions and modifications include:

- Agencies are allowed to phase and segment their projects due to the lower amount of funding available in the MPO component.
- Establishment of a contingency project list in the event of project failures and/or savings from projects selected for funding under the Cycle 3 MPO component.
- Bonus points for projects which: are in the Measure R expenditure plan; were previously funded under the Transportation Enhancement (TE) Program; or are part of an agency-adopted Complete Streets Plan or a local or regional ATP plan.
- Higher scoring for projects benefiting severely disadvantaged communities;

Please contact Gabriel Gutierrez at (559) 623-0465 or ggutierrez@tularecog.org for additional information or clarification. We appreciate your consideration of the proposed guidelines at the upcoming June CTC meeting.

Sincerely,

A handwritten signature in cursive script that reads 'Ted Smalley'.

Ted Smalley
Executive Director

Attachments: Attachment A
 Attachment B

Tulare County Association of Governments
MPO Competitive Project Selection Guidelines for
Cycle 3 of the Active Transportation Program
(Adopted May 16, 2016)

This document serves as TCAG's Cycle 3 Local ATP Selection Guidelines. The guidelines substantially follow those of the California Transportation Commission, but include a number of differences based on the region's existing policies and priorities.

TCAG will not issue a call for projects for the MPO competitive project selection process (MPO process). Only those projects submitted to Caltrans for consideration in the statewide competitive program will be considered for funding under the MPO process. One hard copy and one electronic copy (on CD or USB flash drive) of each application must be received by TCAG no later than June 15, 2016 to be considered in the MPO process.

Project Phasing and Segmentation

Due to the smaller amount of funding available under the MPO process, agencies will be allowed to phase or segment their projects. The agency must show that the project phase or segment is a useable segment and still qualifies for ATP funding. In addition, the agency must include a detailed description of all the changes proposed, revised project cost estimates, and cost/benefits changes associated with the revision(s). The following documents must be submitted:

1. Cover letter describing in detail the project revisions and an explanation of how the revised project is a useable segment and how the project still qualifies for ATP funding.
2. Revised engineer's cost estimate
3. Revised Project Programming Request form
4. Description of Cost/Benefit changes as a result of the project revisions.

Project Scoring

TCAG will not use the scores received by each project under the statewide competitive program for its MPO process. Each project will be reviewed by the local project evaluation committee and given a new score.

Contingency List

TCAG will prepare a list of contingency projects, ranked in priority order based on the project's evaluation score. TCAG would fund projects on the contingency list should there be any project failures or savings from projects selected for funding under the Cycle 3 MPO process. This will ensure full use all local ATP funds, and that no ATP funds are lost from the region. The contingency list is valid until the adoption of the next statewide ATP component project recommendations.

Scoring Criteria

Increasing Walking and Bicycling

In order to encourage agencies to submit infrastructure projects for funding through the Active Transportation Program, an additional 5 bonus points will be awarded under this criteria to projects that consist of Safe Routes to School infrastructure or Bicycle and/or Pedestrian infrastructure. If the project contains Non-Infrastructure elements, the cost for the non-infrastructure component cannot exceed 25% of the total project cost in order to be awarded the 5 bonus points.

Public Participation and Planning

The scoring criteria for the MPO process will emphasize those projects which are part of an adopted plan (general plan, specific plan, ATP plan, bike plan, etc.) and the project's relationship to system planning. A map showing how the project fits within the adopted plan shall be submitted to TCAG at the time project's initial application submittal to the statewide ATP competition. While not required for the statewide submittal, agencies are encouraged to include the map as part of the statewide submittal as it could result in a higher number of points being awarded under the Public Participation and Planning scoring criteria. *(Note: should the project submitted for ATP funding be a part of the recently adopted Tulare County Regional Active Transportation Plan (RATP), maps which would satisfy this criteria are available in the RATP document).*

Bonus Points: Projects which meet the criteria identified below will be awarded additional points as follows:

Criteria	Additional Points
Projects which are a part of the Measure R expenditure plan	5
Projects which were previously funded under the Transportation Enhancement (TE) Program.	5
Projects which are part of an agency-adopted Complete Streets Plan or Policy, Local ATP Plan, or Regional ATP Plan.	3
*TCAG staff will perform the eligibility analysis for awarding the additional points.	

Benefit to Disadvantaged Communities

The 2017 ATP Guidelines state that MPOs may use different criteria for determining which projects benefit Disadvantaged Communities if the criteria are approved by the Commission. TCAG will use the same criteria from the 2017 ATP Guidelines with the following exception:

Five (5) additional points will be awarded for projects benefiting severely disadvantaged communities (less than 60% of the statewide median income)

Past Performance on Grants

For the MPO competitive project selection process, the agency's past performance on delivering CMAQ and ATP projects will be used in determining a score. TCAG staff will provide a score for this criterion.

BEFORE THE
TULARE COUNTY ASSOCIATION OF GOVERNMENTS
COUNTY OF TULARE, STATE OF CALIFORNIA

In the matter of:

ADOPTION OF THE MPO COMPETITIVE)	
PROJECT SELECTION GUIDELINES FOR)	Resolution No. 2016-122
FOR CYCLE 3 OF THE ACTIVE)	
TRANSPORTATION PROGRAM)	

WHEREAS, the Tulare County Association of Governments (TCAG) is the regional transportation planning agency for Tulare County pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, TCAG is the designated Metropolitan Planning Organization (MPO) for Tulare County and is required to prepare and endorse a Federal Transportation Improvement Program (FTIP) which includes all federal funds; and

WHEREAS, TCAG is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA) assigned to the MPO of Tulare County; 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, TCAG 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, TCAG has developed, in cooperation with CTC, local governments, and the public, guidelines for the selection of local ATP projects; and

WHEREAS, a multi-disciplinary project evaluation committee evaluates and recommends candidate projects for inclusion in the TCAG Active Transportation Program of Projects.

NOW, THEREFORE, BE IT RESOLVED that the Tulare County Association of Governments hereby approves:

1. 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.
2. That the Executive Director or designee can make technical adjustments and other non-substantial revisions, as needed.

3. That the Executive Director or designee shall forward a copy of this resolution, and other such information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

The foregoing Resolution was adopted upon motion of Member Ennis, seconded by Member Sally at a regular meeting held on the 16th day of May, 2016, by the following vote:

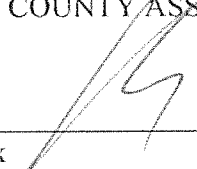
AYES: Ishida, Cox, Worthley, Ennis, Reynosa, Sally, Gomez, Kimball, Gurrola, Vejevoda, Mendoza, Townsend

NOES:

ABSTAIN:

ABSENT: Vander Poel, Link, Hamilton, Holscher, Stammer, Jr.

TULARE COUNTY ASSOCIATION OF GOVERNMENTS



Phil Cox
Chair, TCAG



Ted Smalley
Executive Director, TCAG

I hereby certify that the foregoing is a true copy of a resolution of the Tulare County Association of Governments duly adopted at a regular meeting thereof held on the 16th day of May, 2015.

ATTACHMENT 5

ADDITIONAL INFORMATION



June 9, 2016

Member Agencies

City of Ceres

City of Hughson

City of Modesto

City of Newman

City of Oakdale

City of Patterson

City of Riverbank

City of Turlock

City of Waterford

Stanislaus County

Policy Board Chair

Vito Chiesa

Policy Board Vice-Chair

Bill Zoslocki

Executive Director

Rosa De León Park

Laural Janssen
Deputy Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95214

Subject: Stanislaus Council of Governments Active Transportation Program Cycle 3 Supplemental Call for Projects

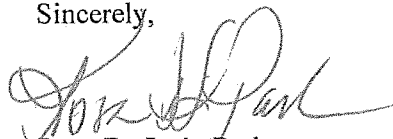
Dear Ms. Janssen,

This letter is to inform the California Transportation Commission that the Stanislaus Council of Governments (StanCOG) will be administering a 2017 ATP Cycle 3 supplemental call for projects and will be using the 2017 ATP Statewide Guidelines. Please see the below supplemental call schedule::

StanCOG ATP Cycle 3 Call for Projects Schedule	
September 12, 2016	StanCOG ATP Cycle 3 Call for Projects Begins
October 10, 2016	StanCOG ATP Cycle 3 Call for Projects Ends
November 2016	ATP Project Evaluation Committee Completes Applications Review
December 21, 2016	Policy Board Approval of ATP Programming Recommendations
January 27, 2017	StanCOG submits Programming Recommendations to CTC
March 2017	CTC adopts MPO Selected Projects

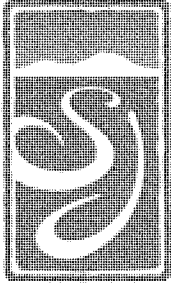
Should you have any questions please contact Marcus Tucker, StanCOG Associate Planner, at 209.525.4636 or via e-mail at mtucker@stancog.org.

Sincerely,



Rosa De León Park
Executive Director

Cc: Laurie Waters, CTC



SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202

209.235.0600 • 209.235.0438 (fax)

www.sjco.org

Anthony Silva
CHAIR

Steve DeBrum
VICE CHAIR

Andrew T Chesley
EXECUTIVE DIRECTOR

Member Agencies
CITIES OF
ESCALON,
LATHROP,
LODI,
MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF
SAN JOAQUIN

May 31, 2016

Ms. Susan Bransen
Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

SJCOG ATP Cycle 3 Supplemental MPO Call for Projects

Ms. Bransen,

Please accept this letter as notification of SJCOG's intent to hold a supplemental call for projects as set forth on page 12 of the 2017 Active Transportation Program Guidelines (3/17/16). SJCOG is not proposing any changes to the ATP guidelines as referenced in this letter and will utilize the same selection criteria for the regional supplemental call for projects.

Sincerely,

Diane Nguyen
Deputy Director, Planning, Programming & Project Delivery
San Joaquin Council of Governments

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30 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-15-50

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$195,855,000 for 24 projects programmed in the 2014 State Highway Operation and Protection Program (SHOPP) and \$36,189,000 for 12 additional projects amended into the SHOPP.

ISSUE:

The attached vote list describes 36 SHOPP projects totaling \$232,044,000 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 \$232,044,000 be allocated from the Budget Act of 2014 and the Budget Act of 2015, Budget Act Items 2660-302-0042 and 2660-302-0890, for 36 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-15-50		
1 \$3,268,000 Del Norte 01-DN-199 8.2	Near Hiouchi, at 1.0 mile north of South Fork Road. <u>Outcome/Output:</u> Widen roadway and shoulders to make standard. Install rumble strips and high friction surface treatment and other curve improvements to reduce the number and severity of collisions. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$1,035,000 \$1,087,677 PS&E \$685,000 \$343,388 R/W Supp \$33,000 \$1,858 (Construction Support: \$1,683,000) (CEQA - ND, 4/27/2015.) (NEPA - CE, 4/27/2015.) (Concurrent Consideration of Funding under Resolution E-16-33; June 2016)	01-1076 SHOPP/15-16 \$4,255,000 0112000150 4 0B260	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.015	\$65,000 \$3,203,000
2 \$2,863,000 Mendocino 01-Men-101 R89.2	Near Leggett, at Cedar Creek Arch Culvert. <u>Outcome/Output:</u> Repair damaged culvert concrete invert, and make fish passage improvements to the culvert by constructing weirs and removal of existing elements. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$492,000 \$420,794 PS&E \$544,000 \$318,391 R/W Supp \$86,000 \$53,456 (Construction Support: \$1,126,000) (CEQA - CE, 5/14/2015.) (NEPA - CE, 5/14/2015.)	01-4573 SHOPP/15-16 \$2,872,000 0112000283 4 0C370	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.119	\$57,000 \$2,806,000
3 \$1,880,000 Mendocino 01-Men-128 39.5/39.8	Near Yorkville, from 0.7 to 1.0 mile east of Beebe Creek Bridge. <u>Outcome/Output:</u> Permanent restoration of roadway slide caused by 2011 storm damage. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$370,000 \$145,989 PS&E \$1,110,000 \$1,046,589 R/W Supp \$40,000 \$14,731 (Construction Support: \$760,000) (CEQA - CE, 8/13/2015.) (NEPA - CE, 8/13/2015.)	01-4552 SHOPP/15-16 \$3,800,000 0112000135 4 0B520	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.131	\$38,000 \$1,842,000

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-15-50		
4 \$2,700,000 Shasta 02-Sha-44 44.9/45.5	Near Viola, from 1.7 miles to 1.1 miles west of North Battle Creek Reservoir Road. <u>Outcome/Output:</u> Provide standard shoulders, and improve roadway alignment, cross slope, and clear recovery zone to increase safety and reduce the number and severity of collisions. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$374,000 \$492,454 PS&E \$480,000 \$628,084 R/W Supp \$188,000 \$140,209 (Construction Support: \$527,000) (CEQA - CE, 10/23/2014.) (NEPA - CE, 10/23/2014.)	02-3538 SHOPP/15-16 \$2,300,000 0214000004 4 4G490	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.010	\$54,000 \$2,646,000
5 \$16,593,000 El Dorado 03-ED-49 23.6/24.5	Near Coloma, from 0.1 mile east of Marshall Road to 0.3 mile east of Lotus Road. <u>Outcome/Output:</u> Provide seismic standards and structural integrity by replacing South Fork American River Bridge No. 25-0021 on new alignment, constructing retaining walls, installing drainage systems, and relocating utilities. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$710,000 \$1,698,585 PS&E \$2,500,000 \$2,892,596 R/W Supp \$400,000 \$288,603 (Construction Support: \$3,800,000) (CEQA - MND, 3/6/2015.) (NEPA - CE, 3/6/2015.) (Future Consideration of Funding approved under Resolution E-15-20; May 2015.) (Additional contribution: \$866,000 from other sources.) (Concurrent STIP allocation for \$500,000 under Resolution FP-15-52; June 2016.)	03-3122 SHOPP/15-16 \$13,908,000 0300000078 4 0F310	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.113	\$332,000 \$16,261,000

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-15-50														
6 \$36,482,000 El Dorado 03-ED-50 75.4/77.3	In South Lake Tahoe, from north junction Route 89 to Trout Creek Bridge. <u>Outcome/Output:</u> Treat 58.8 acres of stormwater runoff with Best Management Practices to improve water quality and comply with the NPDES permit. Reconstruct 10 lane miles of roadway pavement, widen shoulders to accommodate Class II bike lanes and bus pullouts, improve traffic signals, and improve sidewalks and curb ramps for pedestrian access and meet ADA standards.	03-3258 SHOPP/15-16 \$30,500,000 0300000458 4 3C380	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.335	\$730,000 \$35,752,000												
	Preliminary <table border="0"> <tr> <td><u>Engineering</u></td> <td><u>Programmed</u></td> <td><u>Expended</u></td> </tr> <tr> <td>PA&ED</td> <td>\$1,300,000</td> <td>\$1,306,414</td> </tr> <tr> <td>PS&E</td> <td>\$3,741,000</td> <td>\$8,442,035</td> </tr> <tr> <td>R/W Supp</td> <td>\$2,650,000</td> <td>\$4,621,893</td> </tr> </table> <p>(Construction Support: \$11,450,000)</p> <p>(Additional Contribution: \$252,000 from City of South Lake Tahoe)</p> <p>(CEQA - CE, 7/17/2015.) (NEPA - CE, 7/17/2015.)</p>	<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>	PA&ED	\$1,300,000	\$1,306,414	PS&E	\$3,741,000	\$8,442,035	R/W Supp	\$2,650,000	\$4,621,893			
<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>														
PA&ED	\$1,300,000	\$1,306,414														
PS&E	\$3,741,000	\$8,442,035														
R/W Supp	\$2,650,000	\$4,621,893														
7 \$5,419,000 Napa 04-Nap-121 9.2/9.4	Near Napa, at Sarco Creek Bridge No. 21-0008 and Silverado Trail Road. <u>Outcome/Output:</u> Replace bridge to address scour critical issues, include standard shoulders on new bridge, make improvements to facilitate fish passage, and increase stream bed capacity to meet 100 year storm event needs.	04-0380L SHOPP/15-16 \$9,550,000 0400000817 4 2A320	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.111	\$108,000 \$5,311,000												
	Preliminary <table border="0"> <tr> <td><u>Engineering</u></td> <td><u>Programmed</u></td> <td><u>Expended</u></td> </tr> <tr> <td>PA&ED</td> <td>\$1,800,000</td> <td>\$2,219,629</td> </tr> <tr> <td>PS&E</td> <td>\$2,100,000</td> <td>\$2,954,374</td> </tr> <tr> <td>R/W Supp</td> <td>\$927,000</td> <td>\$682,050</td> </tr> </table> <p>(Construction Support: \$2,100,000)</p> <p>(CEQA - ND, 6/15/2012.) (NEPA - CE, 6/15/2012.)</p> <p>(Concurrent Consideration of Funding under Resolution E-16-35; June 2016)</p>	<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>	PA&ED	\$1,800,000	\$2,219,629	PS&E	\$2,100,000	\$2,954,374	R/W Supp	\$927,000	\$682,050			
<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>														
PA&ED	\$1,800,000	\$2,219,629														
PS&E	\$2,100,000	\$2,954,374														
R/W Supp	\$927,000	\$682,050														

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-15-50		
8 \$1,111,000 Solano 04-Sol-680 R7.7/R7.8	Near Fairfield, 0.4 mile north of Marshview Road Overcrossing to 1.9 miles south of Gold Hill Road Overcrossing. <u>Outcome/Output</u> : Replace two failed culverts and construct an unlined ditch to improve drainage to address ponded water in median and in area adjacent to divided roadway that caused roadway settlement.	04-0384R SHOPP/15-16 \$1,747,000 0400021256 4 3G060	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.131	\$22,000 \$1,089,000
	Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$500,000 \$763,999 PS&E \$550,000 \$444,478 R/W Supp \$150,000 \$56,573			
	(Construction Support: \$600,000)			
	(CEQA - CE, 4/2/2015.) (NEPA - CE, 4/2/2015.)			
9 \$600,000 Sonoma 04-Son-1 7.2	Near Bodega Bay, at 0.8 mile north of Bay Hill Road. <u>Outcome/Output</u> : Repair roadway slipouts at two locations by placing rock slope protection (RSP) and repairing culvert joint separation.	04-0330H SHOPP/15-16 \$600,000 0400021271 4 3G070	2015-16 302-0042 SHA 20.20.201.131	\$600,000
	Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$220,000 \$554,084 PS&E \$280,000 \$379,231 R/W Supp \$60,000 \$32,930			
	(Construction Support: \$180,000)			
	(CEQA - CE, 3/23/2016.) (NEPA - CE, 3/23/2016.)			
10 \$6,899,000 Santa Barbara 05-SB-246 R20.7/26.3	Near Buellton, from 0.4 mile east of Santa Rosa Creek Bridge to Route 246/101 Separation. <u>Outcome/Output</u> : Rehabilitate 22.8 lane miles of roadway by grinding existing lanes and shoulders and overlaying with rubberized asphalt to improve the ride quality and extend the service life of the existing pavement. Ramp reconstruction to meet current ADA standards also included.	05-2336 SHOPP/15-16 \$9,845,000 0512000013 4 1A750	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.121	\$791,000 \$6,108,000
	Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$285,000 \$284,460 PS&E \$1,893,000 \$1,274,054 R/W Supp \$54,000 \$487,956			
	(Construction Support: \$2,347,000)			
	(CEQA - CE, 4/22/2016.) (NEPA - CE, 4/22/2016.)			
	(Additional Contribution: \$500,000 from City of Buellton)			

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-15-50		
11 \$6,499,000 Santa Cruz 05-SCr-17 1.0/1.4	Near Santa Cruz, from 0.2 mile north of Pasatiempo Overcrossing to Beulah Park Undercrossing. <u>Outcome/Output:</u> Storm water mitigation treating 6 acres to improve water quality and comply with the NPDES permit . Project reduces amount of sediment to meet objectives of San Lorenzo River Watershed Total Maximum Daily Load (TMDL). Work will include slope stabilization, rock slope protection (RSP) and alternate drainage system installation. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$1,000,000 \$882,679 PS&E \$1,570,000 \$949,037 R/W Supp \$184,000 \$44,675 (Construction Support: \$2,128,000) (CEQA - MND, 7/9/2014.) (NEPA - CE, 7/18/2014.) (Future Consideration of Funding approved under Resolution E-14-56; December 2014.)	05-1989 SHOPP/15-16 \$8,543,000 0500020290 4 0Q600	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.335	\$130,000 \$6,369,000
12 \$2,351,000 San Luis Obispo 05-SLO-101 12.4/29.8	In and near the city of San Luis Obispo and Arroyo Grande, from 0.1 mile south of Bridge Street to Grand Avenue Undercrossing at various locations. <u>Outcome/Output:</u> Improve safety for highway workers at 33 locations by constructing contrasting surface treatment (CST) in unpaved areas beyond gore and upgrade gore area signage. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$281,000 \$407,976 PS&E \$617,000 \$528,570 R/W Supp \$5,000 \$3,464 (Construction Support: \$610,000) (CEQA - CE, 3/18/2016.) (NEPA - CE, 3/18/2016.)	05-2359 SHOPP/15-16 \$2,547,000 0512000075 4 1C110	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.235	\$47,000 \$2,304,000

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-15-50		
13 \$55,567,000 San Luis Obispo 05-SLO-101 63.2/R69.3	Near Paso Robles, from 0.4 mile south of San Marcos Creek Bridge to the Monterey County line; also in Monterey County (PM R0.0 to R2.0). <u>Outcome/Output:</u> Rehabilitate 32 lane miles of roadway by reconstructing roadway to improve the ride quality and extend the service life of the existing pavement. Project also includes constructing new bridges, retaining walls, installing new and/or upgrading guardrail, reconstructing drainage systems and installing new lighting at on/off ramps. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$3,029,000 \$3,511,954 PS&E \$8,487,000 \$8,685,101 R/W Supp \$584,000 \$410,818 (Construction Support: \$8,982,000) (CEQA - MND, 07/31/2013.) (NEPA - CE, 08/27/2013.) (Future Consideration of Funding approved under Resolution E-13-83; December 2013.)	05-0040B SHOPP/15-16 \$48,927,000 0500020020 4 0G040	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.120	\$1,111,000 \$54,456,000
14 \$2,153,000 Fresno 06-Fre-198 35.3/35.6	Near Huron, at the California Aqueduct Bridge Bridge No. 42-0270. <u>Outcome/Output:</u> Rehabilitate bridge by replacing bridge deck, construct new barrier, upgrade guardrail and repave asphalt approaches. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$245,000 \$191,945 PS&E \$1,165,000 \$965,558 R/W Supp \$17,000 \$96,672 (Construction Support: \$862,000) (CEQA - CE, 6/26/2013.) (NEPA - CE, 6/26/2013.)	06-6574 SHOPP/15-16 \$2,700,000 0612000096 4 0M250	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.110	\$43,000 \$2,110,000
15 \$3,339,000 Fresno 06-Fre-Var. Var.	In Fresno and Kings Counties at Structures Nos. 42-0134, 42-0216F, 45-0007 and 45-0064. <u>Outcome/Output:</u> Seismic restoration of four bridges to meet current seismic standards and provide structural integrity. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$456,000 \$743,257 PS&E \$2,460,000 \$1,765,318 R/W Supp \$65,000 \$17,044 (Construction Support: \$1,375,000) (CEQA - MND, 1/30/2015.) (NEPA - CE, 2/2/2015.) (Future Consideration of Funding approved under Resolution E-15-31; June 2015.)	06-6596 SHOPP/15-16 \$8,220,000 0612000110 4 0K800	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.113	\$67,000 \$3,272,000

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-15-50		
16	\$1,434,000	Kern	06-Ker-43	16.4/R25.0	In the cities of Shafter and Wasco, from Euclid Avenue to Second Street. <u>Outcome/Output</u> : Construct 56 curb ramps to make compliant with the Americans with Disabilities Act (ADA).	06-6645 SHOPP/15-16 \$1,206,000 0612000090 4 0P270	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.361	\$29,000 \$1,405,000
					Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$0 \$228,214 PS&E \$750,000 \$879,271 R/W Supp \$410,000 \$259,846			
					(Construction Support: \$400,000)			
					(CEQA - CE, 5/24/2012.) (NEPA - CE, 5/24/2012.)			
17	\$2,911,000	Kern	06-Ker-99	26.8	In Bakersfield, at Airport Drive Bridge No. 50-0266; also on Route 178 at Golden State Avenue Bridge No. 50-0326L/R/CR-1. <u>Outcome/Output</u> : Seismic restoration of four bridges to meet current seismic standards and provide structural integrity.	06-6605 SHOPP/15-16 \$6,980,000 0612000108 4 0K810	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.113	\$58,000 \$2,853,000
					Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$280,000 \$332,340 PS&E \$1,314,000 \$1,708,169 R/W Supp \$20,000 \$7,352			
					(Construction Support: \$1,500,000)			
					(CEQA - ND, 2/3/2014.) (NEPA - CE, 2/6/2014.)			
					(Future Consideration of Funding approved under Resolution E-14-17; May 2014.)			
18	\$9,619,000	Los Angeles	07-LA-101	Var.	Near Hidden Hills, from Parkway Calabasas in Los Angeles County to Hampshire Road in Ventura County. <u>Outcome/Output</u> : Storm water mitigation treating 118.10 acres. Project reduces trash and pollutants to restore receiving water bodies to meet water quality objectives and comply with Malibu Creek Trash Total Maximum Daily Load (Trash TMDL). Work will consist of biofiltration strips, bioswales and media sand filters.	07-4279 SHOPP/15-16 \$42,900,000 0700000552 4 28150	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.335	\$192,000 \$9,427,000
					Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$350,000 \$0 PS&E \$5,000,000 \$2,640,096 R/W Supp \$500,000 \$0			
					(Construction Support: \$3,500,000)			
					(CEQA - CE, 7/8/2015.) (NEPA - CE, 7/8/2015.)			

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-15-50		
19 \$1,786,000 San Bernardino 08-SBd-60 R3.4/R4.6	In Chino, from 0.2 mile west of Mountain Avenue to Euclid Avenue; also in Ontario, on Route 10 from 0.2 mile east of North Vinyard Avenue to 0.1 mile east of Milliken Avenue. <u>Outcome/Output:</u> Improve safety for highway workers at 92 locations by paving gore areas, installing weed barriers and relocating irrigation facilities. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$180,000 \$164,440 PS&E \$360,000 \$315,463 R/W Supp \$40,000 \$1,807 (Construction Support: \$330,000) (CEQA - CE, 12/10/2014.) (NEPA - CE, 12/10/2014.)	08-0220F SHOPP/15-16 \$1,780,000 0812000088 4 0R480	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.235	\$36,000 \$1,750,000
20 \$1,549,000 Calaveras 10-Cal-4 29.6	In Murphys, at Route 4 and Big Trees/ Bell Road intersection; also in Mariposa County on Routes 49, and 140 at various locations. <u>Outcome/Output:</u> Upgrade 4 pedestrian facilities to make compliant with the Americans with Disabilities Act (ADA). Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$240,000 \$472,583 PS&E \$540,000 \$478,697 R/W Supp \$126,000 \$189,339 (Construction Support: \$351,000) (CEQA - CE, 7/23/2014.) (NEPA - CE, 7/23/2014.)	10-0332 SHOPP/15-16 \$1,742,000 1000020458 4 0V300	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.378	\$31,000 \$1,518,000
21 \$7,156,000 Calaveras 10-Cal-4 43.8/44.3	Near Arnold from 0.7 mile west to 0.2 mile west of Big Trees State Park entrance. <u>Outcome/Output:</u> Widen roadway and construct retaining walls for standard shoulders and paved gutters to accommodate snow storage and sand traps to mitigate for traction sand discharge into Big Trees Creek. The project will treat 3 acres of stormwater to comply with NPDES permit requirements. Project also installs culverts, and drainage basins. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$2,133,000 \$1,952,978 PS&E \$1,575,000 \$1,019,464 R/W Supp \$157,000 \$131,249 (Construction Support: \$1,330,000) (CEQA - ND, 12/21/2015.) (NEPA - FONSI, 12/21/2015.) (Future Consideration of Funding approved under Resolution E-15-24; May 2015.)	10-3248 SHOPP/15-16 \$6,450,000 1000000033 4 0F280	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.335	\$143,000 \$7,013,000

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-15-50		
22 \$1,828,000 Merced 10-Mer-165 35.6/36.1	Near Hilmar, from 0.3 mile north of Johnson Avenue to 0.3 mile south of Bradbury Road. <u>Outcome/Output:</u> Realign local road intersection, Install left-turn lanes, widen shoulders, install drainage, and relocate utility to reduce the number and severity of collisions. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$308,000 \$433,988 PS&E \$780,000 \$782,165 R/W Supp \$490,000 \$413,108 (Construction Support: \$400,000) (CEQA - CE, 3/11/2016.) (NEPA - CE, 3/11/2016.)	10-3006 SHOPP/15-16 \$1,554,000 1000020436 4 OU290	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.015	\$37,000 \$1,791,000
23 \$11,656,000 San Joaquin 10-SJ-99 0.0/5.7	In and near Ripon, from the Stanislaus County line to 0.2 mile south of Route 120 Separation. <u>Outcome/Output:</u> Rehabilitate 31.6 lane miles of pavement by digging out repair areas, overlaying with asphalt and rubberized asphalt, grinding and overlaying ramps and shoulders, applying High Friction Surface Treatment at spot locations, upgrading guard rail, and upgrading curb ramps to meet ADA standards. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$150,000 \$174,347 PS&E \$700,000 \$362,192 R/W Supp \$50,000 \$1,653 (Construction Support: \$1,700,000) (CEQA - CE, 6/18/2015.) (NEPA - CE, 6/18/2015.)	10-0163 SHOPP/15-16 \$13,100,000 1013000255 4 OQ160	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.121	\$233,000 \$11,423,000
24 \$10,192,000 San Diego 11-SD-5 3.9/9.2	In the cities of San Diego, Chula Vista, and National City, at various locations from 0.1 mile south of Coronado Avenue to 0.6 mile north of E Street. <u>Outcome/Output:</u> Install 8 ramp meters and widen ramps for Transportation Management Systems to improve traffic mobility and safety. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$800,000 \$748,844 PS&E \$1,233,000 \$1,561,096 R/W Supp \$33,000 \$11,305 (Construction Support: \$1,855,000) (CEQA - CE, 3/20/2015.) (NEPA - CE, 3/14/2016.)	11-1107 SHOPP/15-16 \$10,528,000 1114000045 4 24400	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.315	\$204,000 \$9,988,000

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 FP-15-50			
1	\$1,594,000	Mendocino	01-Men-1	43.7/69.7	In Mendocino County at Albion River Bridge No. 10-0136, Russian Gulch Bridge No. 10-0151, and Ten Mile River Bridge No. 10-0274. <u>Outcome/Output:</u> Treat the bridge deck at two locations to prolong concrete deck life. Also, repair or replace rotted wood supports and corroded connection hardware at the third bridge location, repair spalls, and install seismic safety seat extenders.	01-4602 SHOPP/15-16 \$2,027,000 0114000015 4 0E200	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.119	\$32,000 \$1,562,000
					Preliminary			
					<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>	
					PA&ED	\$160,000	\$157,123	
					PS&E	\$355,000	\$333,286	
					R/W Supp	\$60,000	\$48,674	
					(Construction Support: \$550,000)			
					(CEQA - CE, 12/4/2015.)			
					(NEPA - CE, 12/4/2015.)			
2	\$1,537,000	Sacramento	03-Sac-5	0.0/34.7	In Sacramento, Butte, El Dorado, Nevada, Placer, Solano, and Yolo Counties, on Routes 5, 50, 70, 80, 89, 99 and 267 at various locations. <u>Outcome/Output:</u> Upgrade 28 aging Highway Advisory Radios (HAR) located at various locations to improve performance and reliability.	03-5842 SHOPP/15-16 \$1,900,000 0313000196 4 3F820	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.315	\$31,000 \$1,506,000
					Preliminary			
					<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>	
					PA&ED	\$100,000	\$199,151	
					PS&E	\$400,000	\$197,675	
					R/W Supp	\$100,000	\$3,725	
					(Construction Support: \$600,000)			
					(CEQA - CE, 10/14/2015.)			
					(NEPA - CE, 10/14/2015.)			
3	\$3,867,000	Sacramento	03-Sac-5	17.2	In the city of Sacramento, at Florin Road Overcrossing (Bridge No. 24-0264); also, on Route 80 (PM M8.9) at Del Paso Park Overhead (Bridge No. 24-0193R/L). <u>Outcome/Output:</u> Rehabilitate three bridges by epoxy injection into existing cracks at one bridge, and place polyester overlay and new joint seals at other two bridge locations.	03-6708 SHOPP/15-16 \$7,400,000 0314000023 4 4F090	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.119	\$77,000 \$3,790,000
					Preliminary			
					<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>	
					PA&ED	\$500,000	\$70,455	
					PS&E	\$900,000	\$163,448	
					R/W Supp	\$200,000	\$3,779	
					(Construction Support: \$1,200,000)			
					(CEQA - CE, 10/12/2015.)			
					(NEPA - CE, 10/12/2015.)			

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 FP-15-50															
4	\$1,193,000	Sacramento	03-Sac-50	12.5	In Rancho Cordova, at the Regional Transportation Management Center (RTMC). <u>Outcome/Output:</u> Replace and upgrade video panels and the supporting control system to support current digital format. New screens will be driven by new hardware and software system that will be Internet Protocol (IP) based for greater control by operators.	03-6238 SHOPP/15-16 \$1,000,000 0314000160 4 4F410	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.315	\$23,000 \$1,170,000												
					Preliminary <table border="0"> <tr> <td><u>Engineering</u></td> <td><u>Programmed</u></td> <td><u>Expended</u></td> </tr> <tr> <td>PA&ED</td> <td>\$200,000</td> <td>\$57,530</td> </tr> <tr> <td>PS&E</td> <td>\$200,000</td> <td>\$62,467</td> </tr> <tr> <td>R/W Supp</td> <td>\$100,000</td> <td>\$2,308</td> </tr> </table>				<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>	PA&ED	\$200,000	\$57,530	PS&E	\$200,000	\$62,467	R/W Supp	\$100,000	\$2,308
<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>																		
PA&ED	\$200,000	\$57,530																		
PS&E	\$200,000	\$62,467																		
R/W Supp	\$100,000	\$2,308																		
					(Construction Support: \$300,000)															
					(CEQA - CE, 9/25/2015.)															
					(NEPA - Ce, 9/25/2015.)															
5	\$7,422,000	Sacramento	03-Sac-160	R44.5/47.0	In the city of Sacramento, from American River Bridge to Route 51. <u>Outcome/Output:</u> Rehabilitate 9.9 lane miles of pavement by grinding existing concrete pavement, replacing failed slabs, replacing asphalt overlay on shoulders and ramps, upgrade guard rail, and upgrade curb ramps to ADA standard. Work will extend pavement service life and improve ride quality.	03-7287 SHOPP/15-16 \$8,400,000 0315000077 4 0H110	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.121	\$148,000 \$7,274,000												
					Preliminary <table border="0"> <tr> <td><u>Engineering</u></td> <td><u>Programmed</u></td> <td><u>Expended</u></td> </tr> <tr> <td>PA&ED</td> <td>\$500,000</td> <td>\$519,587</td> </tr> <tr> <td>PS&E</td> <td>\$1,000,000</td> <td>\$236,895</td> </tr> <tr> <td>R/W Supp</td> <td>\$200,000</td> <td>\$4,125</td> </tr> </table>				<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>	PA&ED	\$500,000	\$519,587	PS&E	\$1,000,000	\$236,895	R/W Supp	\$200,000	\$4,125
<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>																		
PA&ED	\$500,000	\$519,587																		
PS&E	\$1,000,000	\$236,895																		
R/W Supp	\$200,000	\$4,125																		
					(Construction Support: \$1,300,000)															
					(CEQA - CE, 12/18/2015.)															
					(NEPA - CE, 12/18/2015.)															
					(EA 0H110, PPNO 7287 combined with EA 03-0H390, PPNO 7288 for construction under EA 0H11U, Project ID 0316000035.)															
					(Additional contribution: \$185,000 from Sacramento Regional Transit)															

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 FP-15-50		
6 \$2,391,000 Sacramento 03-Sac-160 R44.5/R45.1	In the city of Sacramento, from east of Richards Boulevard to west of Canterbury Road. <u>Outcome/Output:</u> Remove existing asphalt overlay and place polyester concrete overlay on four bridges. Also, replace existing and add new approach slabs at the same locations. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$250,000 \$137,197 PS&E \$500,000 \$83,742 R/W Supp \$50,000 \$1,966 (Construction Support: \$700,000) (CEQA - CE, 12/18/2015.) (NEPA - CE, 12/18/2015.) (EA 03-0H390, PPNO 7288 combined with EA 0H110, PPNO 7287 for construction under EA 0H11U, Project ID 0316000035.)	03-7288 SHOPP/15-16 \$4,750,000 0315000154 4 0H390	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.119	\$48,000 \$2,343,000
7 \$355,000 Napa 04-Nap-29 20.4/R20.8	Near Yountville, from 0.2 mile south of Washington Street to 0.2 mile north of Washington Street. <u>Outcome/Output:</u> Install trees and irrigation systems to address visual impact from nearby EA 25941 widening work. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$0 \$0 PS&E \$205,000 \$311,664 R/W Supp \$40,000 \$10,454 (Construction Support: \$130,000) (CEQA - CE, 6/22/2007.) (NEPA - CE, 6/22/2007.)	04-0378F SHOPP/15-16 \$850,000 0412000642 4 2594A	2014-15 302-0042 SHA 20.20.201.120	\$355,000
8 \$4,200,000 Sonoma 04-Son-101 0.7/2.6	Near Petaluma, from 0.2 mile north of Skinner Road to Kastania Road. <u>Outcome/Output:</u> Stabilize and repair slopes damaged by heavy rainfall and slide occurrences. Work includes placing rock slope protection (RSP) to stop further slope movement and provide positive drainage. Completion of this work is necessary to not delay the relinquishment of a frontage road to Sonoma County scheduled for this summer. Preliminary <u>Engineering</u> <u>Programmed</u> <u>Expended</u> PA&ED \$0 \$ PS&E \$0 \$ R/W Supp \$0 \$ (Construction Support: \$1,050,000) Converted G-11 Director's Order Project (CEQA - N/A.) (NEPA - N/A.)	04-1450G SHOPP/15-16 \$4,200,000 0416000392 4 2K230	2014-15 302-0042 SHA 20.20.201.130	\$4,200,000

2.5 Highway Financial Matters

Project #	Allocation Amount	County	Dist-Co-Rte	Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type														
2.5b.(1b) Projects Amended Into the SHOPP by Department Action					Resolution FP-15-50																	
9	\$4,850,000	Kern	06-Ker-99	49.6	In McFarland, at Kern Avenue Pedestrian Overcrossing Bridge No 50-0224. <u>Outcome/Output:</u> Replace Pedestrian Overcrossing facility to make compliant with the Americans with Disabilities Act (ADA).	06-6485A SHOPP/15-16 \$4,875,000 0614000266 4 0H642	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.378	\$97,000 \$4,753,000														
					<table border="0"> <tr> <td>Preliminary</td> <td></td> <td></td> </tr> <tr> <td><u>Engineering</u></td> <td><u>Programmed</u></td> <td><u>Expended</u></td> </tr> <tr> <td>PA&ED</td> <td>\$278,000</td> <td>\$267,743</td> </tr> <tr> <td>PS&E</td> <td>\$1,376,000</td> <td>\$1,778,248</td> </tr> <tr> <td>R/W Supp</td> <td>\$272,000</td> <td>\$237,212</td> </tr> </table> <p>(Construction Support: \$1,225,000)</p> <p>(CEQA - CE, 1/29/2015.) (NEPA - CE, 1/29/2015.)</p>	Preliminary			<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>	PA&ED	\$278,000	\$267,743	PS&E	\$1,376,000	\$1,778,248	R/W Supp	\$272,000	\$237,212		
Preliminary																						
<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>																				
PA&ED	\$278,000	\$267,743																				
PS&E	\$1,376,000	\$1,778,248																				
R/W Supp	\$272,000	\$237,212																				
10	\$4,874,000	Ventura	07-Ven-126	R10.2/R10.4	Near Santa Paula, south of Route 126 and west of Briggs Road between Mission Rock Road and Pinkerton Road. <u>Outcome/Output:</u> Environmental mitigation to restore 79.1 acres off-site along the Santa Clara River for impacts incurred from two bridge projects (EA 07-1760U and 07-0607U).	07-4807 SHOPP/15-16 \$4,874,000 0715000003 4 31060	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.111	\$97,000 \$4,777,000														
					<table border="0"> <tr> <td>Preliminary</td> <td></td> <td></td> </tr> <tr> <td><u>Engineering</u></td> <td><u>Programmed</u></td> <td><u>Expended</u></td> </tr> <tr> <td>PA&ED</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>PS&E</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>R/W Supp</td> <td>\$0</td> <td>\$0</td> </tr> </table> <p>(Construction Support: \$737,000)</p> <p>(CEQA - EIR, 6/29/2001.) (NEPA - EIS, 6/29/2001.)</p> <p>(Future Consideration of Funding approved under Resolution E-02-05; August 2001.)</p> <p>(EA 07-31060, PPNO 4807 combined with EA 31480 (STIP), PPNO 4740 for construction under EA 3106U, Project ID 0716000226.)</p> <p>(As part of this allocation request, the Department is requesting to extend the deadline for completion of mitigation work to December 2022, an additional 42 months beyond the 36 month deadline).</p>	Preliminary			<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>	PA&ED	\$0	\$0	PS&E	\$0	\$0	R/W Supp	\$0	\$0		
Preliminary																						
<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>																				
PA&ED	\$0	\$0																				
PS&E	\$0	\$0																				
R/W Supp	\$0	\$0																				

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 FP-15-50														
11 \$2,252,000 San Joaquin 10-SJ-99 18.5/33.7	Near Stockton, from 0.1 mile north of Main Street to Cherokee Road (PM 18.5/20.8); Also, in and near Lodi from Route 12 to 0.1 mile north of Acampo Road (PM 29.3/33.7). <u>Outcome/Output:</u> Construct maintenance vehicle pullouts, slope paving and gore extensions at 58 locations to improve highway worker safety.	10-3106 SHOPP/15-16 \$2,600,000 1013000083 4 0X640	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.235	\$45,000 \$2,207,000												
	Preliminary <table border="0"> <tr> <td><u>Engineering</u></td> <td><u>Programmed</u></td> <td><u>Expended</u></td> </tr> <tr> <td>PA&ED</td> <td>\$366,000</td> <td>\$241,196</td> </tr> <tr> <td>PS&E</td> <td>\$600,000</td> <td>\$372,758</td> </tr> <tr> <td>R/W Supp</td> <td>\$13,000</td> <td>\$0</td> </tr> </table>	<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>	PA&ED	\$366,000	\$241,196	PS&E	\$600,000	\$372,758	R/W Supp	\$13,000	\$0			
<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>														
PA&ED	\$366,000	\$241,196														
PS&E	\$600,000	\$372,758														
R/W Supp	\$13,000	\$0														
	(Construction Support: \$1,029,000)															
	(CEQA - CE, 7/7/2015.) (NEPA - CE, 7/7/2015.)															
12 \$1,654,000 San Diego 11-SD-VAR	At various locations in San Diego County on various routes. <u>Outcome/Output:</u> Treat the bridge deck at 36 locations to prolong concrete deck life and repair joint seals.	11-1120 SHOPP/15-16 \$1,656,000 1114000039 4 41780	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.119	\$33,000 \$1,621,000												
	Preliminary <table border="0"> <tr> <td><u>Engineering</u></td> <td><u>Programmed</u></td> <td><u>Expended</u></td> </tr> <tr> <td>PA&ED</td> <td>\$0</td> <td>\$0</td> </tr> <tr> <td>PS&E</td> <td>\$597,000</td> <td>\$364,535</td> </tr> <tr> <td>R/W Supp</td> <td>\$4,000</td> <td>\$0</td> </tr> </table>	<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>	PA&ED	\$0	\$0	PS&E	\$597,000	\$364,535	R/W Supp	\$4,000	\$0			
<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>														
PA&ED	\$0	\$0														
PS&E	\$597,000	\$364,535														
R/W Supp	\$4,000	\$0														
	(Construction Support: \$838,000)															
	(CEQA - CE, 2/26/2015.) (NEPA - CE, 4/19/2016.)															

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.5b.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS - ADVANCEMENTS**
RESOLUTION FP-15-51

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$35,798,000 for two projects programmed in the 2016 State Highway Operation and Protection Program (SHOPP) in Fiscal Year 2016-17.

ISSUE:

The attached vote list describes two SHOPP projects for \$35,798,000 programmed in 2016-17. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$35,798,000 be allocated from the Budget Act of 2015, Budget Act Items 2660-302-0042 and 2660-302-0890, for the 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.(2) SHOPP Projects (ADVANCEMENTS)					Resolution FP-15-51			
1	\$30,726,000	Glenn	03-Gle-5	0/20	In and near Willows, from Colusa County Line to 0.2 miles north of County Road 28. Rehabilitate pavement. <u>Outcome/Output:</u> Rehabilitate 85.6 lane miles of pavement by grinding, sealing cracks, digging-out repair areas, and overlaying to extend pavement service life and improve ride quality.	03-2792 SHOPP/16-17 \$32,120,000 0314000019 4 4F060	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.121	\$615,000 \$30,111,000
					Preliminary			
					<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>	
					PA&ED	\$1,350,000	\$630,147	
					PS&E	\$1,070,000	\$610,674	
					R/W Supp	\$350,000	\$1,185	
(Construction Support: \$3,800,000)								
(CEQA - CE, 6/24/2015.)								
(NEPA - CE, 6/24/2015.)								
2	\$5,072,000	Sacramento	03-Sac-160	L4.2/10.8	In Isleton, from 1.4 miles south of Sherman Island Levee Road to Route 12. <u>Outcome/Output:</u> Rehabilitate 12.8 lane miles of pavement to extend service life and improve ride quality. Work includes grinding, dig-out repairs, crack sealing, asphalt overlay, guardrail reconstruction and ADA upgrades.	03-7279 SHOPP/16-17 \$5,072,000 0300020595 4 0F320	2015-16 302-0042 SHA 302-0890 FTF 20.20.201.121	\$101,000 \$4,971,000
					Preliminary			
					<u>Engineering</u>	<u>Programmed</u>	<u>Expended</u>	
					PA&ED	\$420,000	\$268,694	
					PS&E	\$570,000	\$253,806	
					R/W Supp	\$20,000	\$0	
(Construction Support: \$1,100,000)								
(CEQA - CE, 8/26/2015.)								
(NEPA - CE, 8/26/2015.)								

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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-15-52**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$13,567,000 for three State administered State Transportation Improvement Program (STIP) projects, on the State Highway System.

ISSUE:

The attached vote list describes three State administered STIP projects on the State Highway System totaling \$13,567,000, plus \$6,366,000 from other sources. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$11,382,000 be allocated from the Budget Acts of 2014 and 2015, Budget Act Items 2660-301-0042 and 2660-301-0890 for construction and \$2,185,000 for construction engineering for three State administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year 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-15-52
1	\$500,000	Department of Transportation NCTC Nevada 03-Nev-49 23.6/24.5	TE Reserve. TE Reserve Final Project Development : N/A Final Right of Way : N/A (This is a Financial Contribution Only.) (Concurrent SHOPP allocation of \$16,593,000 under resolution FP-15-50; June 2016.) (Contribution from other sources: \$866,000 Local funds.) <u>Outcome/Output</u> : Add bike lane components to new bridge structure.	03-3122 RIP/15-16 CONST \$500,000 0300000078 4 0F310	2015-16 301-0042 SHA 301-0890 FTF 20.20.075.600	\$10,000 \$490,000
2	\$11,203,000	Department of Transportation LACMTA Los Angeles 07-LA-138 58.5/60.2	Route 138 Widening, Segment 9. Near Pearblossom, from 0.7 mile west of 121st Street East to Longview Road. Widen from 2 to 4 lanes with a median turn lane. Final Project Development : N/A Final Right of Way Right of Way Estimate: \$5,200,000 Programmed Amount: <u>\$2,900,000</u> Adjustments: (Debit) \$2,300,000 (CON ENG increase of \$285,000 and CONST increase of \$1,218,000 to come from Los Angeles County regional shares.) (R/W increase of \$2,300,000 to come from Los Angeles County regional shares.) (R/W Cert Type #3W on 5/19/16.) (CEQA - EIR, 3/31/2001.) (NEPA - EIS, 3/1/2001.) (Future Consideration of Funding approved under Resolution E-01-28; June 2001.) (Contributions from other sources: \$5,500,000.) <u>Outcome/Output</u> : Widen the existing facility to 4 lanes and median turning lane in addition to standard width shoulders.	07-4560 RIP/15-16 CON ENG \$1,900,000 \$2,185,000 CONST \$7,800,000 \$9,018,000 0713000215 4 29350	001-0890 FTF 2015-16 301-0042 SHA 301-0890 FTF 20.20.075.600	\$2,185,000 \$180,000 \$8,838,000

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient RTPA/CTC County	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-15-52
3	\$1,864,000	Department of Transportation VCTC Ventura 07-Ven-101 26.5	Santa Clara River Riparian Mitigation (Phase 1). In Santa Paula, 8 miles upstream from the Route 101 Santa Clara River Bridge, southeast of State Route 126. Final Project Development : N/A Final Right of Way : N/A (CEQA - EIR, 6/29/2001.) (NEPA - EIR, 6/29/2001.) (Future Consideration of Funding approved under Resolution E-02-05; August 2001.) R/W Certification: N/A (Concurrent SHOPP Allocation (PPNO 4807/EA 31060) for \$4,874,000 under Resolution FP-15-50; June 2016.) (As part of this allocation request, the Department is requesting to extend the deadline for completion of mitigation work to December 2022, an additional 42 months beyond the 36 month deadline.) <u>Outcome/Output:</u> The combined STIP/SHOPP project includes environmental mitigation to restore 79.1 acres off-site along the Santa Clara River for impacts incurred from two bridge projects.	07-4740 RIP/15-16 CONST \$1,864,000 0715000141 4 31480	2014-15 301-0890 FTF 20.20.075.600	\$1,864,000

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2015

Reference No.: 2.5c.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION FP-15-54**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate \$2,000,000 for the locally administered State Transportation Improvement Program (STIP) North Main Street Sidewalk & Safety (PPNO 2602) project in Mono County, on the State Highway System.

ISSUE:

The attached vote list describes the locally administered STIP project on the State Highway System totaling \$2,000,000, plus \$1,043,000 from other sources. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$2,000,000 be allocated from the Budget Act of 2015, Budget Act Items 2660-301-0042 and 2660-301-0890 for the locally administered STIP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient RTPA/CTC County	Project Title Location Project Description Project Support Expenditures	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(2)			Locally Administered STIP Project On the State Highway System			Resolution FP-15-54
1	\$2,000,000	Town of Mammoth Lakes MCLTC Mono 09-Mno-203 4.8/5.3	North Main Street Sidewalk & Safety Project Phases 2A, 2B, and 3. In Mammoth Lakes, from Minaret Road to Mountain Boulevard. Construct curb, gutter and sidewalks, and install signs, railing, and lighting. Final Project Development : N/A Final Right of Way : N/A (CEQA - CE, 10/19/2015.) (NEPA - CE, 10/19/2015.) (Contribution from other sources: \$1,043,000.) Right of Way Certification: 5/17/2016 <u>Outcome/Output</u> : Construct 0.3 miles of new curb, gutter and sidewalk; new retaining wall; new signs and lighting.	09-2602 RIP/15-16 CONST \$2,000,000 0915000008 4CONL 36480	2015-16 301-0042 SHA 301-0890 FTF 20.20.075.600	\$40,000 \$1,960,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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-15-55**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$4,419,000 for 10 locally administered State Transportation Improvement Program (STIP) projects off the State Highway System, as follows:

- o \$3,640,000 for six STIP projects; and
- o \$779,000 for four STIP Programming, Planning, and Monitoring projects.

ISSUE:

The attached vote list describes 10 locally administered STIP projects off the State Highway System totaling \$4,419,000 plus \$1,902,000 from other sources. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$2,196,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-101-0890 for two locally administered STIP projects and \$2,223,000 be allocated from Non-Budget Act Item 2660-601-3093 for eight 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 <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Locally Administered STIP Projects Off the State Highway System				Resolution FP-15-55
1 \$367,000 Humboldt County <u>HCAOG</u> 01-Humboldt	Construction of Traffic Signal System at Fern Street and Walnut Drive. In Cutten, at Walnut Drive and Fern Street. Construct traffic signal system. (CEQA - NOE, 03/07/2014.) Right of Way Certification: 05/10/2016 Time Extension for FY 14-15 CON expires on June 30, 2016 <u>Outcome/Output:</u> Improve safety to motorists, pedestrians and bicyclists who travel through the intersection from nearby schools, parks, and residential areas	01-2258 RIP/14-15 CONST \$367,000 0100020175	2006-07 601-3093 TDIF 20.30.600.620	\$367,000
2 \$2,000 City of Ukiah <u>MCOG</u> 01-Mendocino	Traffic Signal at Gobbi Street and Waugh Lane. In Ukiah, at the intersection of Gobbi Street and Waugh Lane. Construct traffic signal, ADA curb ramps and repave pavement. <u>Outcome/Output:</u> Complete the PA&ED phase for the installation of a new traffic signal at the intersection of East Gobbi Street and Waugh Lane.	01-4561 RIP/15-16 PA&ED \$2,000 0112000223	2006-07 601-3093 TDIF 20.30.600.620	\$2,000
3 \$1,765,000 Yuba County <u>SACOG</u> 03-Yuba	North Beale Road Complete Streets Revitalization Phase 1. In Yuba County, in the unincorporated community of Linda on North Beale Road, from Lindhurst Avenue to Hammonton-Smartsville Road. Construct sidewalks, curbs, gutters, streetscapes, median improvements, drainage improvements, bike lanes, enhanced transit stops and rehabilitate roadway. (CEQA - MND, 10/27/2015.) (NEPA - CE, 01/22/2016.) (Concurrent Consideration of Funding under Resolution E-16-39; June 2016.) Right of Way Certification: 03/29/2016 (Contribution from other sources: \$1,310,000.) <u>Outcome/Output:</u> The installation of sidewalks will provide safer areas for pedestrians to travel while being separated from bicyclists or having to walk along dirt shoulders. Drainage improvements will alleviate areas of local ponding during inclement weather. Street lighting will provide more lighting for all modes of travel providing safer travel during nighttime. Enhanced transit stops will provide for bus turnouts to allow buses to move out of travel lanes to board/disembark riders and to provide area for shelters/benches for transit riders. Streetscapes will provide an enhanced aesthetic look to the roadway and to visually narrow the roadway resulting in reduced vehicular speeds.	03-9679 RIP/15-16 CONST \$1,765,000 0313000187	2014-15 101-0890 FTF 20.30.600.620	\$1,765,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3a) Locally Administered STIP Projects Off the State Highway System				Resolution FP-15-55
4 \$431,000 City of NAPA <u>MTC</u> 04-Napa	California Boulevard Roundabouts. In the city of Napa. Counstruct roundabouts on California Boulevard at First and Second Streets. (Contribution from other sources: \$592,000.) (CEQA - ND, 5/18/2016.) (NEPA - CE, 05/23/2016.) (Concurrent Consideration of Funding under Resolution E-16-42; June 2016.) Time Extension for FY 14-15 Right of Way expires on August 31, 2016. <u>Outcome/Output:</u> This project is expected to be beneficial for traffic operations by improving levels for service now and in future years, reducing overall intersection delay, lower greenhouse gas emissions and providing significant safety improvements which will reduce potential accidents at all three intersections.	04-2130F RIP/14-15 R/W \$431,000 0414000335 S	2014-15 101-0890 FTF 20.30.600.620	\$431,000
5 \$750,000 City of Santa Barbara <u>SBCAG</u> 05-Santa Barbara	Las Positas Rd/Cliff Dr Intersection Improvements. In the city of Santa Barbara, at the intersection of Las Positas Road and Cliff Drive. Improve intersection. (CEQA - CE, 10/15/2015.) (NEPA - CE, 02/04/2016.) Right of Way Certification - 04/06/2016 <u>Outcome/Output:</u> Costruction of the roundabout will improve traffic operation at the intersection by improving level of service and reducing queuing during peak hours.	05-0820 RIP/15-16 CONST \$750,000 0515000061	2006-07 601-3093 TDIF 20.30.600.620	\$750,000
6 \$325,000 City of Goleta <u>SBCAG</u> 05-Santa Barbara	Cathedral Oaks Landscaping Enhancement. In Goleta, on Cathedral Oaks Road near Route 101. Install landscaping. (CEQA - CE, 04/14/2016.) (NEPA - CE, 04/15/2016.) Right of Way Certification - 04/28/2016 Time Extension for FY 14-15 CONST expires on 06/30/2016. <u>Outcome/Output:</u> To enhance the landscaping along the local streets impacted as a result of the Cathedral Oaks Intarechange Bridge Replacement project by Caltrans	05-1840A RIP/14-15 CONST \$325,000 0512000212	2006-07 601-3093 TDIF 20.30.600.620	\$325,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3b) Local STIP Planning, Programming and Monitoring Projects				Resolution FP-15-55
1 \$40,000 Trinity County Transportation Commission <u>TrinityCTC</u> 02-Trinity	Planning, Programming and Monitoring	02-2066 RIP/15-16 CONST \$40,000 0216000163 S	2006-07 601-3093 TDIF 20.30.600.670	\$40,000
2 \$40,000 Colusa County Transportation Commission <u>CCTC</u> 03-Colusa	Planning, Programming and Monitoring	03-0L20 RIP/15-16 CONST \$40,000 0316000234	2006-07 601-3093 TDIF 20.30.600.670	\$40,000
3 \$664,000 Riverside County Transportation Commission <u>RCTC</u> 08-Riverside	Planning, Programming and Monitoring	08-9803 RIP/15-16 CONST \$664,000 0816000165 S	2006-07 601-3093 TDIF 20.30.600.670	\$664,000
4 \$35,000 Mariposa County Local Transportation Commission <u>MATC</u> 10-Mariposa	Planning, Programming and Monitoring	10-4957 RIP/15-16 CONST \$35,000 1016000208 S	2006-07 601-3093 TDIF 20.30.600.670	\$35,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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 STIP PROGRAMMING,
PLANNING, AND MONITORING PROJECTS (ADVANCEMENTS)
RESOLUTION FP-15-56**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate \$4,188,000 for nine locally administered State Transportation Improvement Program (STIP) Programming, Planning, and Monitoring (PPM) projects. These allocations represent continuously appropriated Transportation Deferred Investment Fund for Fiscal Year (FY) 2006-07.

ISSUE:

The attached vote list describes nine locally administered STIP PPM projects programmed in FY 2016-17 totaling \$4,188,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$4,188,000 be allocated from the Non-Budget Act Item 2660-601-3093 for nine locally administered STIP PPM 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 <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(4) Local STIP Planning, Programming and Monitoring Projects (ADVANCEMENTS)				Resolution FP-15-56
1 \$203,000 Humboldt County Association of Government <u>HCAOG</u> 01-Humboldt	Planning, Programming and Monitoring	01-2002P RIP/16-17 CONST \$203,000 0116000143	2006-07 601-3093 TDIF 20.30.600.670	\$203,000
2 \$150,000 Tehama County Transportation Commission and Regional Transportation Agency <u>TehamaCTC</u> 02-Tehama	Planning, Programming and Monitoring	02-2063 RIP/16-17 CONST \$150,000 0215000012	2006-07 601-3093 TDIF 20.30.600.670	\$150,000
3 \$70,000 El Dorado Local Transportation Commission <u>EDCTC</u> 03-El Dorado	Planning, Programming and Monitoring	03-0L14 RIP/16-17 CONST \$70,000 0316000191	2006-07 601-3093 TDIF 20.30.600.670	\$70,000
4 \$166,000 Placer County Transportation Planning Agency <u>PCTPA</u> 03-Placer	Planning, Programming and Monitoring	03-0L11 RIP/16-17 CONST \$166,000 0316000226	2006-07 601-3093 TDIF 20.30.600.670	\$166,000
5 \$55,000 Council of San Benito County Governments <u>AMBAG</u> 05-San Benito	Planning, Programming and Monitoring	05-2043 RIP/16-17 CONST \$55,000 0516000141	2006-07 601-3093 TDIF 20.30.600.670	\$55,000
6 \$175,000 Santa Cruz County RTC <u>SCCRTC</u> 05-Santa Cruz	Planning, Programming and Monitoring	05-0921 RIP/16-17 CONST \$175,000 0515000115	2006-07 601-3093 TDIF 20.30.600.670	\$175,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(4) Local STIP Planning, Programming and Monitoring Projects (ADVANCEMENTS)				Resolution FP-15-56
7 \$1,270,000 San Bernardino Associated Governments <u>SANBAG</u> 08-San Bernardino	Planning, Programming and Monitoring	08-9811 RIP/16-17 CONST \$1,270,000 0816000158 S	2006-07 601-3093 TDIF 20.30.600.670	\$1,270,000
8 \$200,000 San Joaquin Council of Governments <u>SJCOG</u> 10-San Joaquin	Planning, Programming and Monitoring	10-7952 RIP/16-17 CONST \$200,000 1016000195	2006-07 601-3093 TDIF 20.30.600.670	\$200,000
9 \$1,899,000 Orange County Transportation Authority <u>OCTA</u> 12-Orange	Planning, Programming and Monitoring	12-2132 RIP/16-17 CONST \$1,899,000 1216000110 S	2006-07 601-3093 TDIF 20.30.600.670	\$1,899,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.5c.(5)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR ASSEMBLY BILL (AB) 3090 REIMBURSEMENT STIP PROJECTS RESOLUTION FP-15-57**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate \$15,764,000 for the State administered Assembly Bill 3090 (AB 3090) Reimbursement State Transportation Improvement Program (STIP) project (PPNO 2291A) in Ventura County.

ISSUE:

The attached vote list describes one State administered STIP AB 3090 reimbursement project for \$15,764,000. This AB 3090 reimbursement is for the AB 3090 Reimbursement project in Ventura County. AB 3090 reimbursement authority allows local agencies to use local funds to start work on their projects programmed in the STIP and be reimbursed with State funds in a future year when funds are made available. For one agency with an approved AB 3090 Reimbursement agreement, as identified on the attached vote list, the year of reimbursement is FY 2015-16. The agency has requested an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$15,764,000 be allocated from the Budget Act of 2015, Budget Act Items 2660-301-0042 and 2660-301-0890 for the STIP AB 3090 reimbursement project, programmed in FY 2015-16, as described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by
RTPA/CTC	County	Dist-Co-Rte	Location	Phase	Item #	Fund Type
Postmile	Project Description	Project Support Expenditures	Prgm'd Amount	Project ID	Fund Type	Program Code
			EA			EA
2.5c.(5) AB 3090 Reimbursement for STIP Project						Resolution FP-15-57
1	\$15,764,000	City of Thousand Oaks	AB 3090 Reimbursement Project.	07-2291A	2015-16	\$1,808,000
				RIP/15-16	301-0042	
				CONST	SHA	
				\$15,764,000	301-0890	\$13,956,000
				0700000201	FTF	
				4	20.20.075.600	
				1952U		
			Reimbursement is based on STIP Amendment 12S-013 approved at the June 2013 CTC meeting. Funds originally programmed under PPNO 07-2291 (Route 101 Improvements-Los Angeles County Line to Route 23.)			
			<u>Outcome/Output:</u> Reimbursement to local agency for the advancement of local funds on a State Highway project.			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.5c.(6)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCAL ALTERNATIVE TRANSPORTATION
IMPROVEMENT PROGRAM PROJECTS ON THE STATE HIGHWAY SYSTEM
RESOLUTION FP-15-58**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) allocate \$35,000,000 for the Local Alternative Transportation Improvement Program (LATIP) Mission Boulevard/Route 880 Interchange – Phase 1B/2 (PPNO 0016V) project in Alameda County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered project on the State Highway System for \$35,000,000.

This project was included as a top funding priority in the LATIP approved by the Commission at its January 2010 meeting. The projects included in the LATIP will be funded from proceeds of the sale of properties purchased for the construction of the State Route 84 Historic Parkway Project. The Santa Clara Valley Transportation Authority will be administering the construction contract. The local agency is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$35,000,000 be allocated from the Non-Budget Act Item 2660-501-0942 for the locally administered LATIP project described in the attached vote box.

Attachment

2.5 Highway Financial Matters

Project #	PPNO			
Allocation Amount	Program/Year			
Recipient	Phase			
RTPA/CTC	Prgm'd Amount	Project Title	Budget Year	
County	Project ID	Location	Item #	
Dist-Co-Rte	Adv Phase	Project Description	Fund Type	Amount by
Postmile	EA	Project Support Expenditures	Program Code	Fund Type
2.5c.(6) Local Alternative Transportation Improvement Program Projects on the State Highway System			Resolution FP-15-58	
1	04-0016V	Mission Boulevard/Route 880 Interchange (Phase 1B/2). In	2010-11	
\$35,000,000	LATIP/11-12	Fremont, on Mission Boulevard (Route 262) and Warren	501-0942	\$35,000,000
	CONST	Avenue between Kato Road and Wam Springs Boulevard.	SDF	
Santa Clara Valley	\$42,350,000	Widening Mission Boulevard and replacing UPRR structures.	20.20.800.200	
Transportation	0400000668			
Authority	4CONL	(CEQA - ND, 11/10/2011.)		
MTC	2332C	(NEPA - FONSI, 11/10/2011.)		
Alameda		(Future Consideration of Funding approved under Resolution		
04-Ala-880		E-12-10; March 2012.)		
0/2.9		(Contribution from other sources: \$99,540,000.)		
		(Approved as part of the State Route 84 Historic Parkway		
		LATIP program of projects under Resolution LATIP-1112-01		
		at the March 2012 Commission meeting.)		
		(This is first of the two allocations totaling \$42,350,000;		
		\$35,000,000 has been accrued from the sale of excess land.		
		The remaining sale of excess land might not happen for		
		another 2 or more years. The local agency has requested a		
		partial reimbursement of \$35,000,000, as the project has been		
		completed using local funds.)		
		<u>Outcome/Output:</u> Widen Mission Boulevard and replace		
		UPRR structures.		

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.5c.(7b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR MULTI-FUNDED STATE ADMINISTERED STIP/BIP PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION FP-15-60**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$7,126,000 for the multi-funded State administered State Transportation Improvement Program (STIP)/ Border Infrastructure Program (BIP) Route 98 Widening (West of Route 111) project (PPNO 0549A), in Imperial County, on the State Highway System.

ISSUE:

The attached vote list describes one State administered STIP/BIP project totaling \$7,126,000, plus \$1,556,000 from other sources. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$5,452,000 be allocated from the Budget Act of 2015, Budget Act Items 2660-301-0042 and 2660-301-0890 for construction and \$1,674,000 for construction engineering for the State administered STIP/BIP project described on the attached vote box.

Attachment

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO	Budget Year	Amount by
RTPA/CTC	County	Dist-Co-Rte	Location	Program/Year	Item #	Fund Type
Postmile	Project Description	Adv Phase	Project ID	Phase	Fund Type	Program Code
	Project Support Expenditures	EA				Amount by Fund Type
2.5c.(7b) Financial Allocation for State Administered Multi-Funded STIP/BIP Project on the State Highway System						
1	\$7,126,000	Department of Transportation	Route 98 Widening (West of Route 111) Phase 1. In Calexico, on Route 98 from VV Williams Avenue to Ollie Avenue. Widen Highway from 2 to 4 lanes and add drainage detention basin and lane taper between Eady Avenue and VV Williams Avenue.	11-0549A IIP/15-16 CON ENG	001-0890 FTF	\$1,674,000
		ICTC	Final Project Development (IIP): N/A	\$1,674,000 CONST	2015-16 301-0042	\$55,000
11-Imp-98	31.6/32.1	Imperial	Final Right of Way (IIP): N/A	BIP/15-16 CONST	301-0890 FTF	\$2,694,000
			(CEQA - CE, 12/15/2015.)	\$1,834,000	20.20.025.700	
			(NEPA - CE, 12/15/2015.)	\$2,703,000		
			(Construction increase of \$869,000 from the Border Infrastructure Program (BIP) is contingent on approval of the concurrent action to deallocate BIP Right of Way under Resolution FP-15-59; June 2016.)	1100020357 4 08023	2015-16 301-0890 FTF	\$2,703,000
			(Contribution from other sources: \$1,556,000.)		20.20.400.300	
			Right of Way Certification: 5/13/2016			
			<u>Outcome/Output:</u> Widening to improve traffic operations, provide congestion relief, enhance bicycle safety and pedestrian access.			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.5g.(5a) - 2.5g.(5f)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY – ADMINISTERED PROPOSITION 1B
TRADE CORRIDOR IMPROVEMENT FUND (TCIF) RAIL PROJECTS**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve \$13,540,000 in Proposition 1B Trade Corridor Improvement Fund (TCIF) funding for the following six Rail projects listed below:

Reference Number	Project	PPNO	County	Resolution	Allocation Request
2.5g.(5a)	Project 115 - Cool Port Oakland	2008E	Alameda	TCIF-A-1516-03	\$5,000,000
2.5g.(5b)	Project 111 - Citrus Avenue Grade Crossing Improvements	TC111	Los Angeles	TCIF-A-1516-04	\$1,455,000
2.5g.(5c)	Project 112 - Ramona Boulevard Crossing Improvements	TC112	Los Angeles	TCIF-A-1516-05	\$1,455,000
2.5g.(5d)	Project 113 - Control Point Soledad Speed Increase Project	TC113	Los Angeles	TCIF-A-1516-06	\$2,708,000
2.5g.(5e)	Project 110 - Hellman Avenue Crossing Improvements	TC110	San Bernardino	TCIF-A-1516-07	\$1,790,000
2.5g.(5f)	Project 108.2 - YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program – Phase 2	TC108B	Los Angeles	TCIF-A-1516-09	\$1,132,000
Total Number of Projects		6	Total Requested for Allocation		\$13,540,000

ISSUE:

The attached vote boxes describe the six Proposition 1B TCIF Rail projects totaling \$13,540,000, plus \$95,788,000 from other sources. Each local agency is ready to proceed with their respective project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$13,540,000 be allocated from the Budget Acts of 2014 and 2015, Budget Act Item 2660-304-6056 for the six locally administered Proposition 1B TCIF Rail project described in the attachments. The allocation is contingent on the approval of a budget revision by the Department of Finance.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Trade Corridor Improvement Fund.

Attachments

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5a)	Proposition 1B - Locally Administered TCIF Rail Project			Resolution TCIF-A-1516-03
1 \$5,000,000 Port of Oakland <u>MTC</u> 04-Alameda	Cool Port Oakland - Combined Project (Segment 1 and Segment 2). At Port of Oakland in Oakland. Construct a at-grade railroad crossing, 11,200 linear feet of new rail track (Segment 1) and a 364,000 square foot state-of-the art temperature-controlled transload facility (Segment 2). TCIF Project 115 (CEQA - NOE, October 2015) (NEPA - CE, October 2015) (Contribution from other sources: \$84,800,000) The programmed TCIF funds are to be split: \$0 for construction engineering and \$5,000,000 for construction capital. <u>Outcome/Output:</u> Rail improvements connect Port's new lead track to the UPRR Mainline and provide rail car switching for better access for delivery and pick up. <u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u>	04-2008E TCIF/15-16 CONST \$5,000,000 0016000321 S4 RA70BA	2015-16 304-6056 TCIF 30.20.723.000	\$5,000,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5b) Proposition 1B - Locally Administered TCIF Rail Project		Resolution TCIF-A-1516-04		
1 \$1,455,000 Southern California Regional Rail Authority <u>LACMTA</u> 75-Los Angeles	Citrus Avenue Grade Crossing Improvements. Along Citrus Avenue in Covina, located on the San Gabriel Subdivision in the County of Los Angeles. Construct grade crossing improvements. (TCIF Project 111) (CEQA - CE, 12/9/2015.) (Contribution from other sources: \$2,030,000.) (The programmed TCIF funds are to be split: \$291,000 for construction engineering and \$1,164,000 for construction capital.) <u>Outcome/Output:</u> Sidewalk widening, pedestrian ramps, warning devices with gate arms and cantilevered flashing signals, traffic signal modifications, additional pedestrian safety improvements, and concrete track panels. Signal work includes software configuration to comply with Positive Train Control (PTC). Improved reliability, throughput, and velocity of freight traffic. Congestion and emissions reduction.	75-TC111 TCIF/14/15 CONST \$1,455,000 0016000325 S4 RA72BA	2014-15 304-6056 TCIF 30.20.723.000	\$1,455,000
<u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u>				

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5c) Proposition 1B - Locally Administered TCIF Rail Project		Resolution TCIF-A-1516-05		
1 \$1,455,000 Southern California Regional Rail Authority <u>LACMTA</u> 75-Los Angeles	Ramona Boulevard Crossing Improvements. Along Ramona Boulevard in Baldwin Park, located on the San Gabriel Subdivision in the County of Los Angeles. Construct grade crossing improvements. (TCIF Project 112) (CEQA - CE, 12/9/2015.) (Contribution from other sources: \$2,030,000.) (The programmed TCIF funds are to be split: \$291,000 for construction engineering and \$1,164,000 for construction capital.) <u>Outcome/Output:</u> Sidewalk widening, pedestrian ramps, warning devices with gate arms and cantilevered flashing signals, traffic signal modifications, additional pedestrian safety improvements, and concrete track panels. Signal work includes software configuration to comply with Positive Train Control (PTC). Improved reliability, throughput, and velocity of freight traffic. Congestion and emissions reduction. <u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u>	75-TC112 TCIF/14/15 CONST \$1,455,000 0016000328 S4 RA75BA	2014-15 304-6056 TCIF 30.20.723.000	\$1,455,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5d) Proposition 1B - Locally Administered TCIF Rail Project		Resolution TCIF-A-1516-06		
1 \$2,708,000 Southern California Regional Rail Authority <u>LACMTA</u> 75-Los Angeles	Control Point Soledad Speed Increase Project . Near Control Point Soledad along the Antelope Valley rail line in Los Angeles county. Construct track, signal, and communication improvements. (TCIF Project 113) (CEQA - CE, 8/1/2015.) (Contribution from other sources: \$2,940,000.) (The programmed TCIF funds are to be split: \$541,000 for construction engineering and \$2,167,000 for construction capital.) <u>Outcome/Output:</u> Increase speeds from 20 mph to 35 mph <u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u>	75-TC113 TCIF/14/15 CONST \$2,708,000 0016000326 S4 RA73BA	2014-15 304-6056 TCIF 30.20.723.000	\$2,708,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5e)	Proposition 1B - Locally Administered TCIF Rail Project		Resolution TCIF-A-1516-07	
1 \$1,790,000 Southern California Regional Rail Authority <u>SANBAG</u> 75-San Bernardino	Hellman Avenue Crossing Improvements. On Metrolink's San Gabriel Subdivision in the City of Rancho Cucamonga, in San Bernardino County. Construct grade crossing improvements. (TCIF Project 110) (CEQA - CE, 4/11/2011.) (NEPA - CE, 6/8/2015.) (Contribution from other sources: \$1,790,000.) (The programmed TCIF funds are to be split: \$358,000 for construction engineering and \$1,432,000 for construction capital.) <u>Outcome/Output:</u> Safety improvements to pedestrian and vehicle facilities. Will improve flow of traffic for trains and vehicles, reducing emissions. <u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u>	75-TC110 TCIF/14/15 CONST \$1,790,000 0016000327 S4 RA74BA	2014-15 304-6056 TCIF 30.20.723.000	\$1,790,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5f) Proposition 1B - Locally Administered TCIF Rail Project		Resolution TCIF-A-1516-09		
1 \$1,132,000 City of Los Angeles Harbor Department <u>LACMTA</u> 75-Los Angeles	YTI Terminal Efficiency Enhancement & Truck Trip Reduction Program - Phase 2 (On-Dock Railyard). Located at 701 N. Dock Street, San Pedro CA. The project includes ICTF expansion consisting of one new loading track, utility modifications and pavement resurfacing. (TCIF Project 108.2) (CEQA - EIR/EIS, 11/6/2014.) (Future Consideration of Funding approved under Resolution E-15-07; January 2015.) (The programmed TCIF funds are to be split: \$169,000 for construction engineering and \$963,000 for construction capital.) (Contribution from other sources: \$2,198,000.) <u>Outcome/Output:</u> Benefits of the project include: 1) reducing truck volumes and traffic, 2) reducing emissions, and 3) increased cargo movement by rail will result in cost savings of time and move to roadway and highway users. <u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u>	75-TC108B TCIF/15-16 CONST \$1,132,000 0016000323 S4 RA71BA	2015-16 304-6056 TCIF 30.20.723.000	\$1,132,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.5g.(5g)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED PROPOSITION 1B TRADE CORRIDOR IMPROVEMENT FUND PROJECT OFF THE STATE HIGHWAY SYSTEM RESOLUTION TCIF-A-1516-08**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate \$2,000,000 for the locally administered Proposition 1B Trade Corridor Improvement Fund (TCIF) Project 119 – Navy Drive Widening (PPNO TC119) project in San Joaquin County, off the State Highway System.

ISSUE:

The attached vote list describes the locally administered Proposition 1B TCIF project off the State Highway System totaling \$2,000,000, plus \$3,963,000 from other sources. The local agency is ready to proceed with this project and is requesting an allocation at this time. The allocation is contingent on the approval of a budget revision by the Department of Finance.

FINANCIAL RESOLUTION:

Resolved, that \$2,000,000 be allocated from the Budget Act of 2015, Budget Act Item 2660-104-6056 for the locally administered Proposition 1B Trade Corridor Improvement Fund Program project described in the attached vote box.

Be it further resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Trade Corridor Improvement Fund.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(5g)	Proposition 1B - Locally Administered TCIF Project Off the State Highway System			Resolution TCIF-A-1516-08
1 \$2,000,000 Port of Stockton <u>SJCOG</u> 10-San Joaquin	Navy Drive Widening. Widen the existing two lane Navy Drive to four lanes, from the State Route 4 Western Extension to Navy Drive Connection to just west of the Navy Drive/Washington Street intersection. Reconfigure and signalize the Navy Drive/Washington Street intersection to make Navy Drive the primary through movement. (TCIF Project TC119) (CEQA - NOD, 11/20/2015.) (Concurrent Consideration of Funding under Resolution E-16-44; June 2016) Right of Way Certification: 12/12/2015 (The programmed TCIF funds are to be split: \$0 for construction engineering and \$2,000,000 for construction capital.) (Contribution from other sources: \$3,963,000.) <u>Outcome/Output:</u> The project will reduce delay and congestion by accomodating projected traffic levels on Navy Drive by improving traffic flow and decreasing idle times. The project is also consistent with local and regional planing efforts and accomodates planed local, regional and interregional growth. The project will improve safety and provide more efficient movement between the Port's East and West complexes.	10-TC119 TCIF/15-16 CONST \$2,000,000 1016000204 S4	2015-16 104-6056 TCIF 20.30.210.300	\$2,000,000
<u>ALLOCATION IS CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.</u>				

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29–30, 2016

Reference No.: 2.7a.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION FOR FISCAL YEAR 2016–17 AERONAUTICS SET-
ASIDE TO MATCH FEDERAL AIRPORT IMPROVEMENT PROGRAM GRANTS
RESOLUTION FDOA-2015-11**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve Resolution FDOA-2015-11, allocating \$2,000,000 for Fiscal Year (FY) 2016–17 to match federal Airport Improvement Program (AIP) grants.

ISSUE:

The Department's Aeronautics Program includes an annual set-aside used to match federal AIP grants. The attached resolution proposes to renew the delegation for the allocation of State funds to match the federal AIP grants.

BACKGROUND:

Each year the Commission approves a set-aside to match Federal AIP grants. This allocation provides the authority for the Department to subvent matching funds to individual projects as requested by airport sponsors.

The Department provides Commission staff with quarterly reports on allocations for AIP Matching grant funds. The reports show the sponsor name, the airport name, a project description, the AIP grant amount, the State matching amount, and an explanation on any portions of the AIP grant that were not matched. Because the Aeronautics Account is continuously appropriated, any unused remainder of this allocation would be available in FY 2016–17 to fund additional Aeronautics Program projects.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Allocation of Funds to Match Federal Airport Improvement Program Grants

Resolution FDOA-2015-11

- 1.1 WHEREAS, pursuant to Section 21683.1 of the California Public Utilities Code (PUC), the California Transportation Commission (Commission) is authorized to allocate funds for a portion of the local match for federal Airport Improvement Program (AIP) grants to certain airports; and
- 1.2 WHEREAS, the Commission sponsored the legislation that enacted PUC Section 21683.1 in order to maximize the amount of federal airport funds that can be allocated to California; and
- 1.3 WHEREAS, the Federal Aviation Administration (FAA) requires airport sponsors to certify that matching funds are available as a condition of accepting a federal grant; and
- 1.4 WHEREAS, on August 6, 2013, the Commission approved the Capital Improvement Program, which is an element of the California Aviation System Plan and lists needed federal airport improvement projects from all funding sources;
- 2.1 NOW, THEREFORE BE IT RESOLVED, that, regarding federal Airport Improvement Program grants made by the FAA to public entities in this State received by the Department of Transportation (Department) from July 1, 2016 through June 30, 2017, with the approval of the Department, at such time as the federal grant offer is accepted by the public entity applicant, there is allocated to each applicant from the Aeronautics Account, five percent (5%) of that portion of the grant whose primary benefit is for general aviation in order to provide a part of the local match for the grant in accordance with the provisions of PUC Section 21683.1 (b) until the total of all such allocations equals \$2,000,000; and
- 2.2 BE IT FURTHER RESOLVED, that the Department shall provide Commission staff with quarterly status reports on sponsors' matching fund applications that have been approved by the Department.

CALIFORNIA TRANSPORTATION COMMISSION

Allocation of Funds to Match Federal Airport Improvement Program Grants

Resolution FDOA-2015-11

- 1.1 WHEREAS, pursuant to Section 21683.1 of the California Public Utilities Code (PUC), the California Transportation Commission (Commission) is authorized to allocate funds for a portion of the local match for federal Airport Improvement Program (AIP) grants to certain airports; and
- 1.2 WHEREAS, the Commission sponsored the legislation that enacted PUC Section 21683.1 in order to maximize the amount of federal airport funds that can be allocated to California; and
- 1.3 WHEREAS, the Federal Aviation Administration (FAA) requires airport sponsors to certify that matching funds are available as a condition of accepting a federal grant; and
- 1.4 WHEREAS, on August 6, 2013, the Commission approved the Capital Improvement Program, which is an element of the California Aviation System Plan and lists needed federal airport improvement projects from all funding sources;
- 2.1 NOW, THEREFORE BE IT RESOLVED, that, regarding federal Airport Improvement Program grants made by the FAA to public entities in this State received by the Department of Transportation (Department) from July 1, 2016 through June 30, 2017, with the approval of the Department, at such time as the federal grant offer is accepted by the public entity applicant, there is allocated to each applicant from the Aeronautics Account, five percent (5%) of that portion of the grant whose primary benefit is for general aviation in order to provide a part of the local match for the grant in accordance with the provisions of PUC Section 21683.1 (b) until the total of all such allocations equals \$2,000,000; and
- 2.2 BE IT FURTHER RESOLVED, that the Department shall provide Commission staff with quarterly status reports on sponsors' matching fund applications that have been approved by the Department.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29–30, 2016

Reference No.: 2.7a.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Gary Cathey, Chief
Division of Aeronautics

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED AERONAUTICS PROJECTS
AT PUBLIC-USE AIRPORTS
RESOLUTION FDOA-2015-12**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate \$2,183,000 for eight California Aid to Airports Program Acquisition and Development projects programmed in the 2015 Aeronautics Program.

ISSUE:

The attached list describes the locally administered Aeronautics projects totaling \$2,183,000. The agencies for these projects are ready to proceed and are requesting allocations at this time.

FINANCIAL RESOLUTION:

Resolved, that \$2,183,000 be allocated from the Aeronautics Fund, Non-Budget Act Item 2660-602-0041, for eight locally administered Aeronautics projects, as described on the attachment.

Attachment

2.7 Aeronautics Financial Matters

Project # Allocation Amount Recipient County	Location Project Description Project Number	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.7a.(2) Aeronautics - Acquisition and Development (A&D) Program Resolution FDOA-2015-12			
1 \$108,000 <u>City of South Lake Tahoe</u> Ed	Lake Tahoe Airport Update Airport Land Use Compatibility Plans Ed-4-15-1	2015-16 602-0041 10.10.020.200	\$108,000
2 \$270,000 <u>Fresno County</u> Fre	Fresno County Airports Update Airport Land Use Compatibility Plans Fre-VAR-15-1	2015-16 602-0041 10.10.020.200	\$270,000
3 \$176,000 <u>Imperial County</u> Imp	Cliff Hatfield Memorial Airport runway maintenance Imp-5-93-1	2015-16 602-0041 10.10.020.200	\$176,000
4 \$27,000 <u>County of Placer</u> Pla	Blue Canyon Airport Obstruction Removal Pla-4-15-1	2015-16 602-0041 10.10.020.200	\$27,000
5 \$194,000 <u>County of Sierra</u> Sie	Sierraville Dearwater Airport Slurry Seal and Re-Stripe Runway Sie-1-15-1	2015-16 602-0041 10.10.020.200	\$194,000
6 \$499,000 <u>City of Montague</u> Sis	Montague-Yreka, Rohrer Field Resurface Runway, Taxiways and Ramps Sis-2-15-1	2015-16 602-0041 10.10.020.200	\$499,000
7 \$495,000 <u>County of Trinity</u> Tri	Hayfork Airport Repave Runway Tri-2-15-1	2015-16 602-0041 10.10.020.200	\$495,000
8 \$414,000 <u>County of Trinity</u> Tri	Hyampom Airport Runway Pavement Rehabilitation Tri-5-15-1	2015-16 602-0041 10.10.020.200	\$414,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.5h.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR FISCAL YEAR 2015-16 LOCAL ASSISTANCE LUMP
SUM ALLOCATION – FEDERAL FUNDS
RESOLUTION FM-15-04, AMENDING RESOLUTION FM-15-01**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the remaining allocation of \$778,769,000 for the Department's Division of Local Assistance's federal subvention budget for Fiscal Year (FY) 2015-16.

ISSUE:

The Department is requesting to increase the federal lump sum allocation for Local Assistance by \$778,769,000 in federal funds as authorized in the State Budget Act of 2015. The initial allocation request was approximately \$1.56 billion and the Commission approved \$778,770,000, approximately half of the requested amount at their October 2015 meeting. The Department requests the Commission to approve the remaining allocation of \$778,769,000. The Department will sub-allocate the remaining 2015-16 federal funding to local agencies.

BACKGROUND:

The Department's Local Assistance Program administers the subvention budget under delegated authority from the Commission. The Commission provides annual lump sum allocations consistent with each Fiscal Year's State Budget Act.

On October 21-22, 2015, the Commission approved Resolution FM-15-01, allocating \$778,770,000 of federal funds for FY 2015-16. Resolution FM-15-01 consists of only one-half of the originally requested federal allocation of \$1,557,539,000.

The Department anticipates all funds allocated by the Commission for FY 2015-16 will be sub-allocated to local projects. For the last 16 years, local agencies have delivered 100 percent of federal funding made available to them. Approval of this request is necessary to ensure that local agencies may be reimbursed for their project costs in a timely manner. Page three displays the revised allocation authority by category.

RESOLUTION:

Resolved, that \$778,769,000 in federal funds be allocated from the Budget Act of 2015, Budget Act Item 2660-102-0890(1), in accordance with the table on the next page, bringing the total lump sum allocation for the Fiscal Year 2015-16 Local Assistance subvention budget to \$1,673,617,000.

**ALLOCATION OF FUNDS FOR FISCAL YEAR 2015-16 LOCAL ASSISTANCE
(Dollars in Thousands)**

	State	Federal	Revised Federal	Total
<u>2660-102-0042(1)</u>				
Surface Transportation Program (STP) State Match and Exchange	\$57,849			\$57,849
Bridge Inspection	735			735
Railroad Grade Separations	15,000			15,000
Railroad Grade Crossing Maintenance	3,765			3,765
Miscellaneous Unassigned Local Programs	3,250			3,250
Freeway Service Patrol	25,479			25,479
Systemic Safety Analysis Report (SSAR) Program ¹	10,000			10,000
Subtotal	\$116,078			\$116,078
<u>2660-102-0890(1)</u>				
National Highway Performance Program (NHPP) ²		\$114,172	\$228,343	\$228,343
Surface Transportation Program (STP) ³		274,908	549,815	549,815
Congestion Mitigation and Air Quality Program (CMAQ)		229,754	459,508	459,508
Highway Safety Improvement Program (HSIP) ⁴		30,998	61,997	61,997
Discretionary Programs ⁵		128,938	257,876	257,876
Subtotal		\$778,770	\$1,557,539	\$1,557,539
Total Local Programs	\$116,078		\$1,557,539	\$1,673,617

¹ Resolution FM-15-02 amended Resolution FM-14-03 to increase the FY 2015-16 Local Assistance state lump sum allocation by \$10 million for the SSAR program.

² Funding is reserved for State Highway System (SHS) bridges on the National Highway System (NHS). If a bridge is not classified as on the NHS, the local share of NHPP may be exchanged for the state share of STP.

³ About \$75 million is set aside for bridges that are off the SHS and about \$51 million is budgeted to be exchanged on a dollar-for-dollar basis for State Highway Account funds (Budget Item 2660-102-0042(1)).

⁴ Ten million of federal HSIP funding was exchanged for state cash to implement the SSAR program via Resolution FM-15-02.

⁵ This funding is for discretionary programs, Demonstration projects, Emergency Relief, and miscellaneous federal programs for current and previous Federal Transportation Acts.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.5i.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FISCAL YEAR 2016-17 LUMP SUM ALLOCATION FOR LOCAL ASSISTANCE –
STATE FUNDS**
RESOLUTION FM-15-05

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the allocation of \$106,078,000 in state funds as a lump sum for administering the Local Assistance subvention budget for Fiscal Year 2016-17, contingent upon passage of the Budget Act of 2016.

ISSUE:

The Department requests an annual lump sum allocation each year to administer the Local Assistance subvention budget under the authority of the Commission. The Department is requesting authority to sub-allocate state subvention funds, consistent with and contingent upon passage of the Budget Act of 2016.

BACKGROUND:

The Department's Local Assistance Program administers the subvention budget under delegated authority from the Commission. The Department requests an annual lump sum allocation each year for these funds consistent with the Budget Act.

The guidelines for allocating, monitoring, and auditing of funds for Local Assistance projects are set forth in Commission Resolution G-99-25, which is based on Section 14529.1 of the California Government Code. Resolution G-01-08, approved by the Commission on February 22, 2001, delegates to the Department the authority to adjust allocations between expenditures and categories, and the Department reports to the Commission if transfers in or out of an expenditure category exceed 10 percent of its allocation.

RESOLUTION:

Resolved, that \$106,078,000 be allocated from the Budget Act of 2016, Budget Act Item 2660-102-0042(1), contingent upon passage of the Budget Act of 2016.

LUMP SUM ALLOCATION
FISCAL YEAR 2016-17 FUNDS FOR LOCAL ASSISTANCE
(Dollars in Thousands)

	State	Federal	Total
<u>2660-102-0042(1)</u>			
Surface Transportation Program			
(STP) State Match and Exchange	\$57,849		\$57,849
Bridge Inspection	735		735
Railroad Grade Separations	15,000		15,000
Railroad Grade Crossing Maintenance	3,765		3,765
Miscellaneous Unassigned Local Programs	3,250		3,250
Freeway Service Patrol	25,479		25,479
Total Local Programs	\$106,078		\$106,078

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 3.13
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: **PRELIMINARY CLOSE OUT REPORT ON THE FY 2015-16 SHOPP MINOR PROGRAM LUMP SUM ALLOCATION**

SUMMARY:

As of May 26, 2016, the California Department of Transportation (Department) sub-allocated and the California Transportation Commission (Commission) allocated \$76,207,898 of the \$84,783,000 available capital for the Fiscal Year (FY) 2015-16 State Highway Operation and Protection Program (SHOPP) Minor Program.

BACKGROUND:

On July 14, 2005, the Commission approved Resolution G-05-05 delegating to the Department the sub-allocation and adjustment authority for minor capital construction projects included in a concurrent list of projects approved under Resolution FM-14-05. Resolution G-05-05, allows the Department to sub-allocate funding and advertise projects without waiting for Commission meetings to receive an allocation. However, Commission review is required for Minor A projects not previously identified in the Department's approved list.

The Minor Program is a one-year program reserved for low cost capital projects that are SHOPP eligible. Minor projects must be awarded in the fiscal year in which they were allocated. Effective February 29, 2016, Minor B projects have a construction limit up to \$291,000. Minor A projects have a construction limit ranging from \$291,001 up to \$1,000,000.

The Commission approved a lump sum construction allocation for FY 2015-16 of \$84,783,000. As of May 26, 2015, the Department utilized \$33,335,300 in construction funding for Minor A projects, consisting of \$24,073,000 sub-allocated by the Department and \$9,262,300 allocated by the Commission for substitute projects. In addition, the Department has sub-allocated \$41,358,329 for Minor B construction projects and \$1,514,269 for right-of-way capital. In total, the Department sub-allocated \$76,207,898, which constitutes 90 percent of the FY 2015-16 approved lump sum allocation.

The FY 2015-16 Final SHOPP Minor Program Close-Out Report will be reported on the October 2016 Commission meeting.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.5j.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **ANNUAL FY 2016-17 LUMP SUM SHOPP MINOR CONSTRUCTION PROGRAM
ALLOCATION
RESOLUTION FM-15-06**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve Resolution FM-15-06 allocating a lump sum amount of \$85,972,000 for the Fiscal Year (FY) 2016-17 State Highway Operation and Protection Program (SHOPP) Minor Program. The FY 2016-17 Minor Program includes \$64,028,000 for capital outlay support, \$82,783,000 for construction capital and \$3,189,000 for right of way capital.

ISSUE:

Commission Resolution G-05-05 delegated to the Department authority to sub-allocate and adjust minor capital construction projects. The Commission must first approve the annual Minor Program lump sum allocation and project list prior to the funds being sub-allocated by the Department. Projects not identified on the approved project list must be allocated by the Commission. Concurrent Resolution G-05-16, also on this month's Commission agenda, would increase the limit for individual Minor A projects from \$1,000,000 to \$1,250,000. This new limit would be effective as of July 1, 2016. However, for FY 2016-17 only, the new limit can only be applied when programming new or substitute projects into the FY 2016-17 Minor Program

BACKGROUND:

At its July 2016 meeting, the Commission passed Resolution G-05-16 delegating to the Department the sub-allocation and adjustment authority for minor capital construction projects. The resolution requires the Department to present its Minor Program to the Commission annually for review and approval. In addition, the resolution states that the following be included for projects to be allocated in the upcoming fiscal year;

- Project description, location, expenditure authorization (EA) number and performance measures.
- Program sum for day labor (material acquisitions only), right of way capital, construction capital and construction support.
- A lump sum amount for the construction capital and support costs and right of way capital of Minor B projects.

Consistent with Resolution G-05-16, the Department reviewed the Minor Program project list on the attachment with Commission staff.

RESOLUTION:

Resolve that the amount of \$85,972,000 be allocated from Budget Act of 2016, Budget Act Items 2660-302-0042, 2660-302-0890 and 2660-303-0042, as a lump sum amount for the Minor Program for FY 2016-17, contingent upon the passage of the Budget Act of 2016.

Attachment

2016/17 FY Minor Construction Program Project List

Districts 1-12

(\$1,000)

District	County	Route	Postmile	Work Description	EA-5	Program Code	CTC Estimated Construction State/Federal Cost	CTC Estimated Right of Way Cost	Est. Capital Outlay Support (Life of Project) Cost
1	Humboldt	96	43.8	Restore disposal site per Memorandum of Understanding (MOU) between Karuk Tribe of California and Caltrans.	0F920	201.131	\$ 425	\$ -	\$ 250
1	Mendocino	101	104.5	Replace existing drainage structure with jacked welded steel pipe (WSP).	48400	201.151	\$ 938	\$ 11	\$ 200
1	Del Norte	197	4.5/7.2	Widen shoulders and realign roadway to accommodate Surface Transportation Assistance Act (STAA) vehicle off-tracking.	48110	201.310	\$ 480	\$ -	\$ 50
District 1 Total							\$ 1,843	\$ 11	\$ 500
2	Siskiyou	161	0.7/2.7	In Siskiyou County, near Dorris, full depth pavement rehabilitation from 0.5 mile east to 2.6 miles east of Indian Tom Lake Road.	2H170	201.120	\$ 1,000	\$ -	\$ 450
2	Siskiyou	161	17.3/19.4	In Siskiyou County, near Tulelake, full depth pavement rehabilitation from Hill Road to Route 139.	2H180	201.120	\$ 800	\$ -	\$ 400
2	Plumas	70	1.0/1.3	In Plumas County, near Storrie, install lighting from Elephant Butte Tunnel to 0.4 mile east of Elephant Butte Tunnel.	0H380	201.170	\$ 710	\$ -	\$ 523
2	VAR	VAR	VAR	In Shasta, Siskiyou and Tehama Counties, upgrade gore signs at various locations.	0H780	201.235	\$ 555	\$ -	\$ 349
2	Trinity	3	33.0/65.0	In Trinity County, in and near Weaverville, construct turnouts from 0.3 mile north of East Weaver Road to 0.5 mile south of French Gulch Road at various locations.	2H510	201.310	\$ 1,000	\$ -	\$ 450
2	Trinity	299	52.5/52.6	In Trinity County, upgrade intersection at Weaverville at Glen Road.	2H520	201.310	\$ 500	\$ -	\$ 300
2	Trinity	299	VAR	In Trinity County, near Burnt Ranch, improve truck clearance from 0.5 mile east of White House Gulch Road to 0.7 mile east of Big Mountain Road at various locations.	0H330	201.310	\$ 1,000	\$ 48	\$ 500
District 2 Total							\$ 5,565	\$ 48	\$ 2,972
3	VAR	5, 80	VAR	In Yolo, Sacramento, Placer, Colusa, and Glenn Counties, remove trees from clear recovery zone (CRZ) on Routes 5 and 80 at various locations.	4F940	201.015	\$ 860	\$ 5	\$ 554
3	VAR	VAR	VAR	In Sacramento, Nevada, and Colusa Counties, upgrade overhead sign structures on Highways 50, 20, and 99, and Interstate 5 at various locations.	2F070	201.170	\$ 500	\$ 5	\$ 420

2016/17 FY Minor Construction Program Project List

Districts 1-12

(\$1,000)

District	County	Route	Postmile	Work Description	EA-5	Program Code	CTC Estimated Construction State/Federal Cost	CTC Estimated Right of Way Cost	Est. Capital Outlay Support (Life of Project) Cost
3	Butte	99	R36.3	In Butte County, near the City of Chico, signal construction at the intersection of the NB off/on ramps and Eaton Rd. <i>Financial Contribution Only (FCO)</i>	1H590	201.310	\$ 1,000	\$ -	\$ -
3	Sacramento	99	17.5/18.3	In Sacramento County, in the City of Sacramento, widen roadway / lengthen merging distance from Bruceville Rd to approximately Mack Rd.	2F550	201.310	\$ 750	\$ -	\$ 504
3	El Dorado	50	R2.2/R3.5	In Yuba County, in the City of Marysville, on Route 20 between B Street & E Street and on Route 70 between 3rd Street & 9th Street.	1H620	201.315	\$ 400	\$ -	\$ 240
District 3 Total							\$ 3,510	\$ 10	\$ 1,718
4	Alameda	185	3.2/3.8	Asphalt concrete (AC) resurfacing and upgrade curb ramps.	1K340	201.121	\$ 1,000	\$ 30	\$ 800
4	Alameda	80	4.3/6.0	Replacement / profile grinding of concrete slabs.	3J570	201.121	\$ 1,000	\$ 30	\$ 800
4	Contra Costa	4	R16.8/R17.8	Replace failed concrete pavement.	1K360	201.121	\$ 400	\$ -	\$ 300
4	Marin	37	11.2/11.8	Asphalt concrete (AC) resurfacing.	1K370	201.121	\$ 800	\$ -	\$ 600
4	Solano	80	17.1	Electrical district system upgrade.	1J820	201.352	\$ 850	\$ -	\$ 500
District 4 Total							\$ 4,050	\$ 60	\$ 3,000
5	Monterey / Santa Cruz	VAR	VAR	In Monterey, Santa Cruz, and San Benito Counties, signs on various routes at various locations.	1G910	201.015	\$ 405	\$ -	\$ 42
5	Santa Barbara / San Luis Obispo	VAR	VAR	In Santa Barbara and San Luis Obispo Counties, signs on various routes at various locations.	1G900	201.015	\$ 500	\$ -	\$ 56
5	San Luis Obispo	101	63.2/64.6	In San Luis Obispo County, near San Miguel, embankment repair / drainage from 0.3 miles south of San Marcos Creek Bridge to 0.6 miles south of South San Miguel undercrossing.	1G440	201.120	\$ 1,000	\$ 50	\$ 51
5	San Luis Obispo	1	12.4	In San Luis Obispo in the unincorporated community of Oceano, construct storm sewer. <i>Financial Contribution Only (FCO)</i>	1A150	201.150	\$ 900	\$ -	\$ 66
5	San Luis Obispo	1	5.3/5.8	In San Luis Obispo County on Route 1, add left turn channelization between 0.2 miles north of Willow Road and Ralcoa Way at Sheridan Road.	1C170	201.310	\$ 1,000	\$ -	\$ 391
District 5 Total							\$ 3,805	\$ 50	\$ 605
6	Kings	41	40.6/41.1	Replace planting at Bush Street.	41601	201.240	\$ 990	\$ -	\$ 800

2016/17 FY Minor Construction Program Project List

Districts 1-12

(\$1,000)

District	County	Route	Postmile	Work Description	EA-5	Program Code	CTC		Est. Capital Outlay Support (Life of Project) Cost
							Estimated Construction State/Federal Cost	CTC Estimated Right of Way Cost	
6	Kern	184,223	15.7/16.3, L0.0/0.3	Install roundabout to improve intersection.	0R190	201.310	\$ 1,000	\$ 200	\$ 2,524
6	Kern	99	0.3/15.9, 21.8/57.3	In Kern County, install vehicle detection systems on Route 99.	0S620	201.315	\$ 1,000	\$ 57	\$ 2,000
6	Kern	14	16.6	At the Mojave Maintenance Yard, construct crew facility.	0R060	201.352	\$ 1,000	\$ -	\$ 1,477
6	Madera	145	8.1/11.0	In and near the City of Madera, construct curb ramps.	0U670	201.361	\$ 990	\$ 25	\$ 800
6	Tulare	245	7.4/7.6	Construct sidewalk, curb ramps, curb, gutter and bike lanes.	0U830	201.378	\$ 300	\$ -	\$ 30
District 6 Total							\$ 5,280	\$ 282	\$ 7,631
7	Los Angeles	405	24.3	Route 405 at La Tijera Boulevard overcrossing, upgrade Metal Beam Guardrail (MBGR) to concrete barrier.	4T870	201.015	\$ 550	\$ -	\$ 450
7	Los Angeles	05/10/60	16.1/17.0, 18.1/18.4, 0.4/1.0	Construct Midwest Guardrail System (MGS) and concrete barriers at various locations.	4T930	201.015	\$ 801	\$ -	\$ 600
7	Ventura	150	0.0/34.4	In Ventura County along Route 150, upgrade the damage / uncorrected installation of end treatments.	4T820	201.015	\$ 550	\$ -	\$ 450
7	Los Angeles	091	7.0	Regrade slope and improve drainage.	4T630	201.150	\$ 805	\$ 40	\$ 600
7	Los Angeles	105	14.1/16.6	Relinquish drainage facilities.	4T340	201.160	\$ 606	\$ -	\$ 150
7	Los Angeles	60	5.7	Garfield Avenue WB maintenance vehicle pull-out (MVP).	4T920	201.235	\$ 578	\$ -	\$ 600
7	Los Angeles	187	4.9	Venice Boulevard at Grand View Boulevard, install left turn signal phasing and upgrade Americans with Disabilities Act (ADA) infrastructure.	4T880	201.310	\$ 470	\$ -	\$ 450
7	Los Angeles	210	39.7	Modify traffic signal and pedestrian crossing at WB off ramp to Azusa Avenue / First Street.	3P680	201.310	\$ 625	\$ 86	\$ 600
7	Ventura	118	19.8	Install Traffic signal at Route 118 EB on/off ramps at Collins Drive.	4T830	201.310	\$ 275	\$ 12	\$ 450
7	Los Angeles	405	L5823	New building pacific maintenance facility.	3P960	201.352	\$ 990	\$ 40	\$ 900
District 7 Total							\$ 6,250	\$ 178	\$ 5,250
8	Riverside	62	0.2/9.1	Reconstruct Metal Beam Guardrail (MBGR).	1E971	201.015	\$ 800	\$ -	\$ 450
8	Riverside	111	55.9/63.3	Reconstruct Metal Beam Guardrail (MBGR).	1E972	201.015	\$ 600	\$ -	\$ 400
8	San Bernardino	15	31.2/45.3	Install Metal Beam Guardrail (MBGR).	1E311	201.015	\$ 750	\$ -	\$ 420
8	San Bernardino	18	32.2/34.5	Install Midwest Guardrail System (MGR).	1E981	201.015	\$ 850	\$ -	\$ 450
8	San Bernardino	18	34.5/36.2	Install Midwest Guardrail System (MGR).	1E982	201.015	\$ 500	\$ -	\$ 320
8	San Bernardino	15	46.6/79.5	Install Metal Beam Guardrail (MBGR).	1E312	201.015	\$ 700	\$ -	\$ 410
8	San Bernardino	15	80.4/174.1	Install Metal Beam Guardrail (MBGR).	1E313	201.015	\$ 860	\$ -	\$ 460

2016/17 FY Minor Construction Program Project List

Districts 1-12

(\$1,000)

District	County	Route	Postmile	Work Description	EA-5	Program Code	CTC		Est. Capital Outlay Support (Life of Project) Cost
							Estimated Construction State/Federal Cost	CTC Estimated Right of Way Cost	
8	Riverside	15	43.5	Construct a second left turn lane.	1H090	201.310	\$ 800	\$ -	\$ 630
8	Riverside	79	6.1/12.1	Construct four (4) turnouts for NB & SB traffic.	0J780	201.310	\$ 850	\$ -	\$ 350
8	Riverside	91	15.6	Install curb ramps, push buttons, and resurface crosswalk areas.	0M311	201.361	\$ 950	\$ -	\$ 430
District 8 Total							\$ 7,660	\$ -	\$ 4,320
9	Mono	395	63.5	Virginia Lakes turn pocket.	36420	201.015	\$ 1,000	\$ -	\$ 600
9	Inyo	190	110.5/110.7	Travertine drainage.	35660	201.151	\$ 210	\$ -	\$ 350
9	Inyo	395	117.3	North See Vee Lane signal.	35680	201.310	\$ 600	\$ 300	\$ 300
9	Inyo	395	73.8	Independence Canopy.	35250	201.352	\$ 1,000	\$ -	\$ 500
District 9 Total							\$ 2,810	\$ 300	\$ 1,750
10	San Joaquin	4	R16.0	Crosstown fencing.	1F860	201.235	\$ 975	\$ -	\$ 250
10	Tuolumne	49	15.0	Install traffic signal and widen intersection.	0Y070	201.310	\$ 570	\$ -	\$ -
10	Tuolumne	120	24.6/29.3	Construct turnouts at three (3) locations in the EB direction.	0Y450	201.310	\$ 955	\$ 20	\$ 670
District 10 Total							\$ 2,500	\$ 20	\$ 920
12	Orange	39	0.0/12.9	Construct bus pads.	0Q030	201.150	\$ 700	\$ 10	\$ 420
12	Orange	73	24.5/24.6	Correct roadway super elevation.	0Q020	201.150	\$ 650	\$ -	\$ 390
12	Orange	1	20.8	Cleaning & dredging of outfall of box culvert.	0P780	201.151	\$ 500	\$ -	\$ 300
District 12 Total							\$ 1,850	\$ 10	\$ 1,110

2016/17 FY Minor Construction Program Project List

Districts 1-12

(\$1,000)

District	County	Route	Postmile	Work Description	EA-5	Program Code	CTC Estimated Construction State/Federal Cost	CTC Estimated Right of Way Cost	Est. Capital Outlay Support (Life of Project) Cost
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<u>Original/Initial Statewide Minor Program Annual Target Allocations</u>	
Total FY 2016-17 Minor A Construction Capital	\$ 45,125,000
Total FY 2016-17 Minor B Construction Capital	\$ 35,008,065
Total FY 2016-17 Day Labor (material acquisitions only)	\$ 2,650,000
Total FY 2016-17 Minor Program Construction	\$ 82,783,065
Total FY 2016-17 Minor Program Support	\$ 64,028,335
Total FY 2016-17 Right-of-Way Capital	\$ 3,188,600
Total FY 2016-17 Annual Minor Program Lump Sum	\$ 150,000,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 3.14
Information Item

From: NORMA ORTEGA
Chief Financial Officer

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

Subject: PRELIMINARY CLOSE-OUT REPORT ON FISCAL YEAR 2015-16 RIGHT OF WAY LUMP SUM ALLOCATION

SUMMARY:

Per California Transportation Commission (Commission) Resolution G-01-09, the California Department of Transportation (Department) must present an annual report on the Right of Way Capital Outlay Expenditure Program for the Commission’s review and acceptance.

On June 30, 2015, the Commission passed Resolution FM-14-04 authorizing a lump sum allocation of \$144,312,000 for Fiscal Year (FY) 2015-16 Right of Way activities.

BACKGROUND:

Through May 3, 2016, the Division of Right of Way and has committed \$113,507,044 and plans to spend \$30,804,956 for the remainder of the FY by the June 30, 2016 deadline. The forecast remaining balance as of the end of the FY will be zero.

The summary below provides a breakdown of expenditures forecast through June 30, 2016.

Summary of FY 2015-16 Right of Way Allocation Expenditures through May 3, 2016 <i>(Dollars x 1,000,000)</i>				
	Total Fiscal Year	Expended	Forecast Expenditures	Forecast Balance
Capital Projects	<i>Budgeted</i>	<i>5/3/2016</i>	<i>05/04/2016-06/30/2016</i>	<i>6/30/2016</i>
STIP	62.6	52.1	10.5	0.0
SHOPP	51.8	36.9	14.9	0.0
Categories				
Post-Certification	27.0	19.8	4.8	2.4
Project Development	1.0	1.2	0.1	(0.3)
Damage to Property (Inverse)	1.9	3.5	0.5	(2.1)
Totals	144	113	31	0

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.5k.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of Budgets

Subject: **FINANCIAL ALLOCATION FOR FISCAL YEAR 2016-17 RIGHT OF WAY
LUMP SUM RESOLUTION FM-15-07**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve Resolution FM-15-07 allocating a lump sum of \$111,589,000 for Right of Way (R/W) capital outlay funds for Fiscal Year (FY) 2016-17.

ISSUE:

Each year the Department is required to obtain an annual R/W capital allocation from the Commission before it can deliver the R/W needs for programmed projects in the Project Delivery Plan. The approval of this resolution will provide the Department with the ability to deliver its R/W commitments for FY 2016-17.

FY 2016-17 Estimate of Funds Allocated for R/W Commitments (Dollars x 1,000)	
Capital Projects	Total
STIP	35,119
SHOPP	46,008
Specific Categories	
Post-Certification	25,462
Project Development	1,000
Damage to Property (Inverse)	4,000
Total Right of Way	\$111,589

BACKGROUND:

Resolution G-01-09 requires the Department to annually present its R/W Capital Expenditure Plan to the Commission for review and acceptance. The Resolution states that the plan will be supported by a project list that includes at a minimum: project description, source programming document, district, county, route, post mile, expenditure authorization, planning programming number, planned R/W expenditure, and total programmed R/W Capital.

The FY 2016-17 R/W Capital Outlay Expenditure Plan is consistent with the Department's State Highway Operation and Protection Program (SHOPP) and State Transportation Improvement Program (STIP) documents, as approved by the Commission, and it includes the specific categories of Post Certification Expenditures, Damage to Property (Inverse Condemnation) Settlements as well as estimated Project Development Capital.

Consistent with Resolution G-01-09, the Department reviewed with Commission staff the proposed list of projects that comprise the requested FY 2016-17 R/W Capital allocations.

The chart below breaks down the lump sum Capital allocated by fund source and State Budget FY appropriation.

RESOLUTION:

Resolved, that \$111,589,000 be allocated from the Budget Act of 2016, Items 2660-301-0042, 2660-301-0890, 2660-302-0042, and 2660-302-0890 for the FY 2016-17 Right of Way Capital Lump Sum.

FY 2016-17 R/W Capital Lump Sum Request (Dollars x 1,000)		
Program	Fund Source	FY 16-17 Budget Authority
STIP	SHA-301-0042	45,501
	Federal-301-0890	15,136
	Sub-total STIP	\$60,637
SHOPP	SHA-302-0042	26,871
	SHA-303-0042	0
	Federal-302-0890	24,081
	Sub-total SHOPP	\$50,952
Total	R/W Capital	\$111,589

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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-1516-13**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate \$43,297,000 for 45 Active Transportation Program (ATP) projects.

ISSUE:

The attached vote list describes 45 ATP projects totaling \$43,297,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$43,297,000 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 <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1) Active Transportation Program Projects				Resolution FATP-1516-13
1 \$3,100,000 City of Arcata <u>HCAOG</u> 01-Humboldt	Humboldt Bay Trail: Arcata Rail with Trail . Construct a 4.5 mile section of Class I ADA accessible paved trail from Samoa Blvd to 1000 feet south of the Bayside Cut-off/Hwy 101 intersection. (Small Urban and Rural - ID 0006) (NEPA - CE, 11/18/2015.) (Future Consideration of Funding approved under Resolution E-14-05; March 2014) Time Extension for FY 14-15 CON expires on June 30, 2016 Right of Way Certification: 06/03/2016 <u>Outcome/Output:</u> Provide safe access for non-motorized travel. Improve livability and community health by providing active lifestyle infrastructure.	01-2404 ATP/14-15 CONST \$3,100,000 0115000022 S	2014-15 108-0890 FTF 20.30.720.100	\$3,100,000
2 \$712,000 City of Fortuna <u>HCAOG</u> 01-Humboldt	Fortuna Safe Routes to School Project 2014. Construct 200 feet of 5' wide sidewalk, curb & gutter on Rhoner Street. Construct sidewalks on Thelma Street. Road Diet on Ross Hill Road, to convert the outside traveled lanes into buffered bike lanes, along with a city wide SRTS Non-infrastructure. (Small Urban and Rural - ID 0008) (CEQA - NOE, 8/24/2015.) <u>Outcome/Output:</u> It is anticipated that by reducing "traffic related dangers" and educating the community, students and school staff that the number of students walking and biking to school will increase. The proposed infrastructure will provide safety as well as health and wellness benefits to users.	01-2405 ATP/15-16 CONST \$712,000 0115000027	2015-16 108-0042 SHA 20.30.720.100	\$712,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1) Active Transportation Program Projects		Resolution FATP-1516-13		
3 \$2,298,000 City of Eureka <u>HCAOG</u> 01-Humboldt	<p>Eureka Waterfront Trail. Construct two segments, totalling 6.3 miles, of non-motorized trail. The segments will complete gaps in the California Coastal Trail in the City of Eureka.</p> <p>(Small Urban and Rural - ID 0007)</p> <p>Future Consideration of Funding under Resolution E-12-37 (June 2012) and Resolution E-14-12 (May 2014).</p> <p>(NEPA - CE, 11/13/2014.)</p> <p>Right of Way Certification: 05/03/2016</p> <p><u>Outcome/Output:</u> The waterfront Trail will provide improved access to Humboldt Bay and Eureka Slough and connectivity to regional trails. The project is intended to encourage nature study, appreciation of the environment and historic use of the area, increase opportunities for active living to improve public health, increase the safety of non-motorized transportation, improve public safety, and recover native vegetation where possible.</p>	01-2406 ATP/15-16 CONST \$2,298,000 0115000026 S	2014-15 108-0890 FTF 20.30.720.100	\$2,298,000
4 \$26,000 City of Fort Bragg <u>MCOG</u> 01-Mendocino	<p>City of Fort Bragg - Chestnut St Multi Use Facility and Safe Routes to School Program. This non-infrastructure project will assist local schools to perform Safe Route to School (SRTS) and Active Transportation Program (ATP) activities.</p> <p>(Small Urban and Rural - ID 0020)</p> <p>(CEQA - NOE, 03/26/2016.) (NEPA - CE, 04/04/2016.)</p> <p>Time Extension for FY 14-15 CONST expires on June 30, 2016.</p> <p><u>Outcome/Output:</u> Project will provide safety education and distribute driver safety material and support traffic enforcement.</p>	01-4612 ATP/14-15 CONST \$26,000 0116000142	2014-15 108-0890 FTF 20.30.720.100	\$26,000

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by
<u>RTPA/CTC</u>			Location	Phase	Item #	Fund Type
District-County			Project Description	Prgm'd Amount	Fund Type	Amount by
				Project ID	Program Code	Fund Type
				Adv. Phase		
2.5w.(1)			Active Transportation Program Projects			Resolution FATP-1516-13
5	\$837,000	Town of Paradise <u>BCAG</u> 03-Butte	Maxwell Drive Safe Routes to School Project. In the Town of Paradise on Maxwell Drive, between Skyway and Elliot Road and between the Memorial Trailway (a Class I bicycle path) and Paradise High School. Construct sidewalk, curb & gutter along one side of Maxwell Drive; widen shoulders to facilitate the addition of Class I bicycle lanes both sides of Maxwell Drive between Skyway and Elliot Road. Non-infrastructure Education, Encouragement and Enforcement (3E) activities. (Small Urban and Rural - ID 0051) (CEQA - CE, 3/11/2015.) Right of Way Certification: 04/29/2016 (Contribution from other sources: \$77,000.) <u>Outcome/Output:</u> The overall project will construct sidewalk and bicycle lanes to provide students walking and biking to Paradise High with a safe path. The completion of this project will encourage students to walk and bike to school. Non-motorized transportation usage will be increased.	03-1017 ATP/15-16 CONST \$837,000 0315000051	2015-16 108-0042 SHA 20.30.720.100	\$837,000
6	\$1,071,000	Town of Paradise <u>BCAG</u> 03-Butte	Pearson Road Safe Routes to School Connectivity. In the Town of Paradise on Pearson Road between Black Oak Drive and Academy Drive. Construct sidewalk, curb and gutter. (Statewide - ID 0052) (CEQA - CE, 3/11/2015.) (Contribution from other sources: \$140,000.) Right of Way Certification: 3/08/2016. <u>Outcome/Output:</u> The overall project will connect the existing sidewalk along Pearson Road with a new section of sidewalk, curb and gutter that will finalize a series of infrastructure improvements connecting the greater Paradise area to three area schools. The infrastructure and non-infrastructure components will combine to improve access and operation and promote non-motorized transportation and safety.	03-1018 ATP/15-16 CONST \$1,071,000 0315000050 S	2015-16 108-0042 SHA 20.30.720.100	\$1,071,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1) Active Transportation Program Projects			Resolution FATP-1516-13	
7 \$799,000 City of Auburn <u>PCTPA</u> 03-Placer	<p>Nevada Street Pedestrian and Bicycle Facilities. Along Nevada Street between Placer Street and Fulweiler Avenue. Install Class II bike lanes along Nevada Street, as well as curb, gutter and sidewalk on the northbound side between Placer Street and Chamberlain Ave and on the southbound side between Chamberlain Avenue and Blocker Drive.</p> <p>(MPO - ID M011)</p> <p>(CEQA - MND, 11/9/2015.) (NEPA - CE, 11/16/2015.)</p> <p>Concurrent Consideration of Funding under Resolution E-16-38: June 2016.</p> <p>Right of Way Certification: 4/28/2016.</p> <p>(Contribution from other sources: \$515,000.)</p> <p><u>Outcome/Output:</u> Planned construction of 2,600 lineal feet of sidewalk and bike lanes will connect to the Auburn Multi modal transit facility and improve pedestrian and bicycle connectivity within the project area.</p>	03-1521 ATP/15-16 CONST \$799,000 0313000306 S	2014-15 108-0890 FTF 20.30.720.100	\$799,000
8 \$220,000 City of Colfax <u>PCTPA</u> 03-Placer	<p>North Main Street Bike Route . On North Main Street between the Depot Transit Center and Highway 174. Widen, repair, restripe for bike lanes, replace existing drainage inlets and install bike racks and barrier curbs.</p> <p>(MPO - ID 0070)</p> <p>(CEQA - CE, 03/30/2006.)</p> <p>Right of Way Certification: 4/26/2016</p> <p>(Contribution from other sources: \$35,000.)</p> <p><u>Outcome/Output:</u> Create a safer bicycle route through the City of Colfax to the Depot Transit center.</p>	03-1523 ATP/15-16 CONST \$220,000 0315000104	2014-15 108-0042 SHA 20.30.720.100	\$220,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1) Active Transportation Program Projects			Resolution FATP-1516-13	
9 \$160,000 City of Elk Grove <u>SACOG</u> 03-Sacramento	<p>Lower Laguna Creek Open Space Preserve Trail. In the City of Elk Grove, along Laguna Creek from Lewis Stein Road to Bruceville Road. Construct multiple trail extensions and gap closures of the Laguna Creek Trail as well as sidewalks along Bruceville Road.</p> <p>(Statewide - ID 0074)</p> <p>(CEQA - MND, 4/28/2016.) (NEPA - CE, 4/28/2016.)</p> <p>Concurrent Consideration of Funding under Resolution E-16-40; June 2016</p> <p>(Contribution from other sources: \$21,000.)</p> <p>Time extension for FY 14-15 PS&E expires on 6/30/2016.</p> <p><u>Outcome/Output:</u> Provide a non-motorized transportation connection, closing the gap between two existing trail system for bicycle and pedestrian commuters, resulting in improved access and a direct off-street connection between urban areas. In addition, safe route to school access to the two local elementary schools will be improved.</p>	03-1677 ATP/14-15 PS&E \$160,000 0315000053	2014-15 108-0890 FTF 20.30.720.100	\$160,000
10 \$1,236,000 City of Oakland <u>MTC</u> 04-Alameda	<p>City of Oakland Improvements for Safe Routes to School. Install traffic signal and high-visibility crosswalks along 11 key locations near schools in the Oakland Unified School District.</p> <p>(MPO - ID 0136)</p> <p>(CEQA - NOE, 5/5/2016.) (NEPA - CE, 04/29/2016.)</p> <p>Right of Way Certification: 05/04/2016</p> <p><u>Outcome/Output:</u> Improve the ability and provide access for school-age children and their parents to walk and/or bike from surrounding neighborhoods to the adjacent schools</p>	04-2190L ATP/15-16 CONST \$1,236,000 0416000147 S	2014-15 108-0890 FTF 20.30.720.100	\$1,236,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1) Active Transportation Program Projects				Resolution FATP-1516-13
11 \$708,000 Alameda County Public Works Agency <u>MTC</u> 04-Alameda	Ashland Avenue Bicycle and Pedestrian Safe Routes to School Project. Widen sidewalks under the bridge and construct Class II Bike Lanes on Ashland Avenue between Ano Avenue and East 14th Street. Also remove active transportation barriers and increase transportation access to the local commercial districts and the adjacent elementary, middle and high schools. (MPO - ID 0116) (CEQA - NOE, 02/02/2016.) (NEPA - CE, 03/01/2016.) Right of Way Certification: Pending <u>Outcome/Output:</u> Provide a safe environment for children and parents walking and biking to and from the Edendale Middle School.	04-2190N ATP/15-16 CONST \$708,000 0416000236 S	2014-15 108-0890 FTF 20.30.720.100	\$708,000
12 \$4,058,000 San Francisco Municipal Transportation Agency <u>MTC</u> 04-San Francisco	Vision Zero Safety Investment. Throughout the City of San Francisco. Procure treatments needed to increase walking and cycling in San Francisco and improve safety for all transportation modes, particularly for pedestrians and cyclists. (MPO - ID 0207) (CEQA - EIR, 9/10/2013.) (NEPA - ROD, 12/20/2013.) (Contribution from other sources: \$1,019,000.) (Concurrent Consideration of Funding under Resolution E-16-49; June 2016.) Right of Way Certification: Pending <u>Outcome/Output:</u> Improve pedestrian safety and increase the number of people who chose to walk. By increasing the availability of tools, the City will be able to expand safety improvements across the City's 82 mile bicycle and pedestrian high-injury corridor networks.	04-2023E ATP/15-16 CONST \$4,058,000 0416000159	2014-15 108-0890 FTF 20.30.720.100	\$4,058,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
Resolution FATP-1516-13				
2.5w.(1)	Active Transportation Program Projects			
13 \$1,720,000 City of San Mateo <u>MTC</u> 04-San Mateo	City of San Mateo Safe Routes to School Program. This project will develop and implement a Safe Routes to School Program in the City of San Mateo within 0.1 to 0.5 mile radius around each of the 15 elementary and middle schools. The scope of work includes design and construction of pedestrian infrastructure improvements including, new curb ramps, crosswalks, rectangular rapid flash beacons (RRFB), curb extensions, median refuge islands, signage, pedestrian paths, sidewalk, curb, and gutter, widened sidewalk and sidewalk repair (MPO - ID 0208) (CEQA - NOE, 03/18/2015.) (NEPA - CE, 02/24/2016.) Right of Way Certification: 03/30/2016 <u>Outcome/Output:</u> The project will increase walking and riding to school mode share and safety.	04-1040C ATP/15-16 CONST \$1,720,000 0415000271	2014-15 108-0890 FTF 20.30.720.100	\$1,720,000
14 \$872,000 Sonoma County <u>MTC</u> 04-Sonoma	Sonoma SRTS Pilot Program.. This Safe Route to School pilot program seeks to shift mode away from single family vehicular trips to bicycle/pedestrian/carpooling/bussing (MPO - ID) (CEQA - NOE, 04/06/2016) (NEPA - CE, 10/29/2015.) <u>Outcome/Output:</u> This program will increase the number of youth safely walking and biking to school, increase health and safety of youth and community, reduce traffic congestion and pollution, create safer and calmer streets around schools, create continuum of SRTS services from kindergarden through 12th grade	04-2172C ATP/15-16 CONST \$872,000 0416000168	2014-15 108-0890 FTF 20.30.720.100	\$872,000
15 \$105,000 City of Santa Barbara <u>SBCAG</u> 05-Santa Barbara	Lower Milpas Pedestrian Improvement. Construct sidewalk on the east side of Milpas Street from Cabrillo Blvd to the north side of the Union Pacific Railroad. (Small Urban and Rural - ID 0249) (CEQA - CE, 4/4/2016.) Time Extension for FY 14-15 PS&E expires on 6/30/2016. <u>Outcome/Output:</u> Constructing sidewalk will create predictable and visible space for pedestrians. Pedestrian scale lighting will also make this Safe Route to School complete	05-2602 ATP/14-15 PS&E \$105,000 0515000027	2014-15 108-0042 SHA 20.30.720.100	\$105,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1) Active Transportation Program Projects				Resolution FATP-1516-13
16 \$450,000 City of Santa Barbara <u>SBCAG</u> 05-Santa Barbara	<p>Montecito - Yanonali Street Bridge replacement and Pedestrian improvement. This Project is located on montecito/Yanonali Street over Sycamore Creek in City the City of Santa Barbara. the proposed project will demolish the existing vehicular bridge and construct a new vehicular bridge with a sidewalk along the east side as the existing bridge has no sidewalks, and no shoulders for pedestrian use. The intersection of Montecito and Yanonali Streets will be converted to an all-way stop. Additional sidewalk is proposed along Montecito and Salinas streets. Pedestrian scale lighting is also proposed to make the route to school safe and visible.</p> <p>(Small Urban and Rural - ID 0252)</p> <p>(CEQA - NOE, 03/22/2016.)</p> <p>Time Extension for FY 14-15 PS&E expires on 6/30/2016.</p> <p><u>Outcome/Output:</u> By providing a sidewalk for pedestrians and reducing speeds of vehicles (via the reconfigured T-intersection with all-way stop control) as well as improving lighting, the project will increase walking and biking and will enhance the experience for those already using this important corridor. The entire community will benefit as increased walking and biking will decrease traffic congestion and air pollution.</p>	05-2603 ATP/14-15 PS&E \$450,000 0515000026	2014-15 108-0042 SHA 20.30.720.100	\$450,000
17 \$164,000 City of Fresno <u>FCOG</u> 06-Fresno	<p>Butler Avenue Bicycle Lane. Restripe Butler Avenue between Hazelwood Avenue and Peach Avenue to create a Class II Bike lane.</p> <p>(MPO - ID 0290)</p> <p>(CEQA - CE, 4/24/2015.) (NEPA - CE, 6/9/2015.)</p> <p>Right of Way Certification: 3/28/2016</p> <p><u>Outcome/Output:</u> Establish and maintain a continuous, safe easily accessible bikeways system throughout the metropolitan area that will facilitate bicycling as both a visible transportation alternative and a recreational activity that will reduce vehicle use, improve air quality, improve quality of life and provide public health benefits.</p>	06-6757 ATP/15-16 CONST \$164,000 0615000164	2014-15 108-0890 FTF 20.30.720.100	\$164,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1) Active Transportation Program Projects				Resolution FATP-1516-13
18 \$389,000 City of Fresno <u>FCOG</u> 06-Fresno	Traffic Signal Installation at Clinton and Thorne. Install traffic signal at the intersection of East Clinton Avenue and North Thorne Avenue adjacent to Hamilton Elementary School. (MPO - ID M004) (CEQA - CE, 4/17/2015.) (NEPA - CE, 6/8/2015.) Right of Way Certification: 3/28/2016 <u>Outcome/Output:</u> The Installation of signals will provide a safe crossing point for Hamilton Elementary School students as well as a safe turning movement for school buses and other vehicles.	06-6760 ATP/15-16 CONST \$389,000 0615000166	2014-15 108-0890 FTF 20.30.720.100	\$389,000
19 \$470,000 City of Chowchilla <u>MCTC</u> 06-Madera	Robertson Boulevard/SR233 & 11th Street Pedestrian Improvements. The project consists of installation of non-motorized travel (NMT) safety infrastructure including new sidewalk, curb and gutter, installation of ADA-compliant curb ramps for missing curb ramps on both sides of Robertson Boulevard/SR 233 between 7th Street and 15th Street and along 11th Street from Ventura Avenue to Humboldt Avenue. The City also plans to install ADA compliant driveway approaches and upgrade traffic signage in target areas. (Small Urban and Rural - ID 0705) (CEQA - CE, 4/21/2015.) Right of Way Certification: 4/27/2016 <u>Outcome/Output:</u> Improved and Safe Pedestrian Facilities near the Chowchilla High School, Wilson School, and Fuller School for students and pedestrians.	06-6753 ATP/15-16 CONST \$470,000 0615000134 S 0U080	2014-15 108-0042 SHA 20.30.720.100	\$470,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1) Active Transportation Program Projects				Resolution FATP-1516-13
20 \$232,000 City of Porterville <u>TCAG</u> 06-Tulare	Garden Avenue Pedestrian Access Corridor. Includes repair and conversion of approximately 1,035 feet of existing city sidewalks on the North-side of Garden Avenue into a 10 foot wide paved pedestrian corridor, installation of 350' of ADA compliant, Class I Bike and pedestrian trail, that will connect two separated segments of Garden Avenue to the existing Rails-to-Trails corridor and extend the Class III Bike routes into the community along the remaining lengths of on Garden Avenue between Main Street and Fig Street. (MPO - ID 0343) (CEQA - CE, 5/9/2016.) (NEPA - CE, 4/18/2016.) Right of Way Certification: 4/18/2016 <u>Outcome/Output:</u> Enhancement of downtown pedestrian experience	06-6779 ATP/15-16 CONST \$232,000 0616000165	2014-15 108-0890 FTF 20.30.720.100	\$232,000
21 \$1,157,000 City of Duarte <u>LACMTA</u> 07-Los Angeles	Duarte Gold Line Station Pedestrian and Bicycle Improvements. Provide efficient access between the bike routes and the Emerald Necklace parking lot and the Duarte Station area. Pedestrian improvements include iinstallation of sidewalks and provide safe illumination in the project area. Citywide Wayfinding and bike route signage to guide bicyclist, pedestrian and motorist to the Duarte Gold Line Station. (Statewide - ID 0389) (CEQA - NOE, 11/24/2014.) Right of Way Certification: 02/01/2016 <u>Outcome/Output:</u> The project output will provide safe, illuminated, paved and marked routes for pedestrian, transportation options; will increase Gold Line ridership, and increase use of non-motorized modes of travel.	07-4529 ATP/15-16 CONST \$1,157,000 0715000156	2015-16 108-0042 SHA 20.30.720.100	\$1,157,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1) Active Transportation Program Projects				Resolution FATP-1516-13
22 \$2,829,000 City of Los Angeles LACMTA 07-Los Angeles	City of Los Angeles - Safe Routes to School Education and Enforcement Programs and Pilots. (Non Infrastructure Project) The City of Los Angeles will select top 10 schools from LAUSD with most need and pilot an NI program. Activities will include extensive outreach, a citywide traffic safety public awareness campaign, traffic safety education/encouragement events and training, school slow zones. (Statewide - ID 0428) (CEQA - NOE , 04/16/2014.) (NEPA - CE, 01/27/2016.) <u>Outcome/Output:</u> The project will increase understanding of traffic safety rules, confidence in walking and biking, and improve vehicle compliance to traffic laws	07-4876 ATP/15-16 CONST \$2,829,000 0715000102	2014-15 108-0890 FTF 20.30.720.100	\$2,829,000
23 \$604,000 El Monte City LACMTA 07-Los Angeles	Durfee - Thompson Elementary Emerald Necklace Walking School Bus. (Non Infrastructure Project) Walking school bus program for the Durfee-Thompson ES Walking School Bus in the catchment area. (Statewide - ID 0392) (CEQA - NOE, 04/20/2015.) Time Extension for FY 14-15 CONST expires on June 30, 2016 <u>Outcome/Output:</u> The project will reduce automobile traffic around school, will increase health outcomes for students , and will improve pedestrian safety.	07-4918 ATP/14-15 CONST \$604,000 0716000348 S	2014-15 108-0042 SHA 20.30.720.100	\$604,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1) Active Transportation Program Projects			Resolution FATP-1516-13	
24 \$1,163,000 City of Huntington Park <u>LACMTA</u> 07-Los Angeles	State Street Complete Street Project. Street Improvements on State St between Randolph and Santa Ana St by reducing the number of travel lanes from two to one in each direction. Installing a center shared left turn lane and Class II bike lanes in each direction including signage and pavement stencils. (MPO - ID 0400) (CEQA - NOE, 04/16/2015.) Right of Way Certification: 04/13/2015 Time Extension for FY 14-15 CONST expires on June 30, 2016. <u>Outcome/Output:</u> The project improvements will help reduce the high number of traffic collisions involving both bicyclists and pedestrians, improve safety for children walking and bicycling in schools, connect to other bike lanes and paths proposed in Huntington Park and neighboring cities. Improve access to transit, and promote increase physical activities as a means of addressing the city's public health issues.	07-4937 ATP/14-15 CONST \$1,163,000 0715000296 S	2015-16 108-0042 SHA 20.30.720.100	\$1,163,000
25 \$1,900,000 City of Los Angeles <u>LACMTA</u> 07-Los Angeles	Top 50 SRTS Safety Assesments and Travel Plans. (Non Infrastructure Project) Data and technical feasibility analysis and stake holder outreach to inform the development of School travel plans, include street improvement and safety education, encouragement and enforcement program. (Statewide - ID 0422) (CEQA - NOE, 04/16/2014.) (NEPA - CE, 03/14/2016.) <u>Outcome/Output:</u> The project will increase understanding of safety rules, confidence in walking and biking, improve vehicle compliance to traffic laws.	07-5199 ATP/15-16 CONST \$1,900,000 0715000106 S	2014-15 108-0890 FTF 20.30.720.100	\$1,900,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1) Active Transportation Program Projects				Resolution FATP-1516-13
26 \$577,000 City of Santa Paula <u>VCTC</u> 07-Ventura	<p>Santa Paula 10th Street (SR-150) Bicycle and Pedestrian Improvements. Add a new Class II Bicycle path along SR 150 between Harvard Boulevard and Santa Paula Street; repair Sidewalks on SR 150 between Ventura Street and Santa Paula Street; enhance crosswalks on SR 150 intersections at Harvard Boulevard, Main Street and Santa Paula Street;</p> <p>add walkway lighting on SR 150 between Harvard Boulevard and Ventura Street; and between Santa Barbara Street and Santa Paula Street add bike racks, bicyclist seating/resting area and public game tables between Ventura Street and Main Street.</p> <p>(MPO - ID 0497)</p> <p>(CEQA - NOE, 12/16/2014.)</p> <p>Right of Way Certification: 04/09/2015</p> <p>Time Extension for FY 14-15 CONST expires on June 30, 2016.</p> <p>Encroachment Permit approved May 24, 2016.</p> <p><u>Outcome/Output:</u> The project will increase safety and mobility of non-motorized users.</p>	07-3565J ATP/14-15 CONST \$577,000 0715000201	2014-15 108-0042 SHA 20.30.720.100	\$577,000
27 \$1,120,000 City of Simi Valley <u>VCTC</u> 07-Ventura	<p>Arroyo Simi Greenway Bike Trail Phase 3. A 12 mile pedestrian and bike trail that extends from the City of Simi Valley's western City limits to the eastern end of the City and runs through the north-south center of the City.</p> <p>(MPO - ID 0498)</p> <p>(CEQA - NOE, 11/17/2014.) (NEPA - CE, 03/04/2016.)</p> <p>RW Certification: 04/17/2016</p> <p>(Contribution from other sources: \$145,108.)</p> <p><u>Outcome/Output:</u> Provide a critical link in a large project to create a continuous, desirable bike trail/multi-use facility along the entire Arroyo Simi. Facility will be used for commuting and recreational purposes.</p>	07-4865 ATP/15-16 CONST \$1,120,000 0715000148	2014-15 108-0890 FTF 20.30.720.100	\$1,120,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
Resolution FATP-1516-13				
2.5w.(1)	Active Transportation Program Projects			
28 \$923,000 Town of Apple Valley <u>SANBAG</u> 08-San Bernardino	Apple Valley: Mojave Riverwalk South. This project will construct a 2.18-mile, 12-foot wide Class I multi-use trail along the Mojave River, construct trailhead facilities, signage, and pavement striping. (MPO - ID 0539) (CEQA - CE, 1/15/2015.) Right of Way Certification, 5/02/2016 Time extension for FY 14-15 Construction expires on June 30, 2016. <u>Outcome/Output:</u> The project outcome will provide a new paved facility for bicycling, walking, and jogging.	08-1171 ATP/14-15 CONST \$923,000 0815000164 S	2015-16 108-0042 SHA 20.30.720.100	\$923,000
29 \$525,000 OmniTrans <u>SANBAG</u> 08-Various	West Valley Connector Corridor - Safe Routes to Transit. This project will provide better access and safety by constructing bicyclist and pedestrian improvements within a half-mile of OmniTrans rapid transit stations. (Statewide - ID 0569) (CEQA - NOE, 5/17/2016.) (NEPA - CE, 5/19/2016.) (Contribution from other sources: \$3,243,000.) <u>Outcome/Output:</u> The project outcome will reduce pedestrian/auto conflicts and increase bicycling and walking to transit stations.	08-1165 ATP/14-15 PS&E \$525,000 0815000175 S	2014-15 108-0890 FTF 20.30.720.100	\$525,000
30 \$1,581,000 Merced County <u>MCAG</u> 10-Merced	Walnut Avenue Complete Street Upgrade. Walnut Avenue (from Santa Fe Drive to 240 feet East of Winton Way), located in the Community of Winton in Merced County. Infrastructure improvements include construction of curb, gutter, sidewalk, ADA ramps, storm drainage improvements, Class 2 bike lanes, replacing outdated street lighting with LED luminaries, and installing traffic calming features. (Small Urban and Rural - ID 0601) (CEQA - MND, 09/11/2012.) (NEPA - CE, 10/23/2015.) (Concurrent Consideration of Funding under Resolution E-16-45; June 2016) (Contribution from other sources: \$849,000.) Right of Way Certification: 04/20/2016 <u>Outcome/Output:</u> The construction of the street improvements will enhance safety and provide for an improved functional use by pedestrians and bicyclists.	10-5003 ATP/ CONST \$1,545,000 \$1,581,000 PS&E \$36,000 \$0 1015000089	2014-15 108-0890 FTF 20.30.720.100	\$1,581,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1) Active Transportation Program Projects				Resolution FATP-1516-13
31 \$1,145,000 City of Stockton SJCOG 10-San Joaquin	San Joaquin Trail. PG&E Greenbelt easement between French Camp Slough to the north and French Camp Road to the south and west to Manthey road in the Weston Ranch Subdivision Area in Stockton. This project includes Class I Bikeway improvements and minor landscaping adjacent to the bikeway, bicycle racks, and trail enhancements. (Statewide - ID 0625) (CEQA - NOE, 03/19/2015.) Right of Way Certification: 03/23/2016 <u>Outcome/Output:</u> The bikeway improvements will provide a safe and friendly environment for pedestrians, bicyclists, and transit riders of all ages and abilities. Promote public health by increasing exercise known to contribute to lower obesity, heart disease, and diabetes rates. Reduce vehicle travel, thereby decreasing air pollution and greenhouse gas emissions.	10-3099 ATP/15-16 CONST \$1,145,000 1015000080	2015-16 108-0042 SHA 20.30.720.100	\$1,145,000
32 \$591,000 City of Stockton SJCOG 10-San Joaquin	Calaveras River Bicycle and Pedestrian Path Rehabilitation. City of Stockton, along the Calaveras River from Brookside Road to Cherokee Road. Rehabilitate approximately 6.7 miles of existing Class I Bikeway and Pedestrian Trail. Repair the existing asphalt path, restripe the existing bikeway and pedestrian path, and upgrade curb ramps within the project limits. (MPO - ID 0620) (CEQA - NOE, 03/19/2015.) Right of Way Certification: 03/23/2016 <u>Outcome/Output:</u> Provide a safe and friendly environment for pedestrians, bicyclists, and joggers of all ages and abilities. Promote public health by increasing exercise known to contribute to lower obesity, heart disease, and diabetes rates. Reduce vehicle travel by promoting walkability, bicycling, thereby decreasing air pollution and greenhouse gas emissions.	10-3104 ATP/15-16 CONST \$591,000 1015000143 S	2014-15 108-0042 SHA 20.30.720.100	\$591,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1) Active Transportation Program Projects				Resolution FATP-1516-13
33 \$565,000 City of Lathrop SJCOG 10-San Joaquin	5th Street Sidewalk Improvements. Eastern side of 5th Street from H Street to O street near Lathrop Elementary School. Construction of a 5 foot wide sidewalk. (MPO - ID 0602) (CEQA - CE, 5/6/2015.) Right of Way Certification: 06/25/2015 <u>Outcome/Output:</u> The proposed improvements will provide a safe dedicated path of travel for residents and students accessing Lathrop Elementary. In addition to Lathrop Elementary, a community center, a senior center, and a popular neighborhood park are all located on 5th Street.	10-3105 ATP/15-16 CONST \$565,000 1015000152	2014-15 108-0042 SHA 20.30.720.100	\$565,000
34 \$374,000 City of Stockton SJCOG 10-San Joaquin	McKinley Elementary Safe Routes to School. At McKinley Elementary School in Stockton adjacent to El Dorado Street. The project includes a Pedestrian Hybrid Beacon, high visibility cross walks, rumble strips, and a Rectangular Rapid Flashing Beacon. (MPO - ID 0614) (CEQA - NOE, 03/16/2016.) (NEPA - CE, 03/18/2016.) Right of Way Certification: 03/26/2016 <u>Outcome/Output:</u> The project will provide for a safer environment for all modes of transportation. The crosswalk improvements will encourage active transportation for students and parents walking and biking to school and nearby points of destination.	10-3187 ATP/15-16 CONST \$374,000 1015000166	2014-15 108-0890 FTF 20.30.720.100	\$374,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1) Active Transportation Program Projects				Resolution FATP-1516-13
35 \$649,000 City of Stockton <u>SJCOG</u> 10-San Joaquin	Fremont Square Sidewalk Reconstruction. At Fremont Square in Downtown Stockton and includes the following perimeter streets: Fremont Street, Sutter Street, Lindsay Street, and San Joaquin Street. Project includes the removal of 1,200 lineal feet of existing broken concrete curb, gutter and sidewalks, and replacement with rubberized asphalt sidewalks and concrete intersection curb ramps. Project will also install bike racks at all four intersections along the park perimeter. (Statewide - ID 0621) (CEQA - NOE, 03/19/2015.) Right of Way Certification: 03/23/2016 <u>Outcome/Output:</u> Create a safe, attractive unified pedestrian friendly street block in Downtown Stockton adjacent to businesses, schools and transit hubs; encourage pedestrian, bicycle and disabled access.	10-5001 ATP/ CONST \$649,000 1015000081	2014-15 108-0042 SHA 20.30.720.100	\$649,000
36 \$408,000 City of Hughson <u>StanCOG</u> 10-Stanislaus	Fox Road Pedestrian Improvements. Construct Curb, Gutter and sidewalk. Install pedestrian and ADA improvements (MPO - ID 0633) (CEQA - NOE, 2/22/2016.) Right of Way Certification: 01/15/2016 <u>Outcome/Output:</u> Construction of the new sidewalk will complete the pedestrian access to a Sports Complex, Fox Road Elementary School and Emilie J. Ross Middle School and also establish a new bike lane along the south side of Fox Road.	10-3188 ATP/15-16 CONST \$408,000 1016000194 S	2014-15 108-0042 SHA 20.30.720.100	\$408,000
37 \$897,000 City of Westmorland <u>ICTC</u> 11-Imperial	Improve Center Street Pedestrian Facility. Center Street from Baughman Road to 7th Street and various spot locations of missing sidewalk. Project will install sidewalk, street lighting, handicapped ramps, bike lanes and remove walking path obstacles. (Statewide - ID 0703) (CEQA - NOE, 11/21/2014.) Right of Way Certification - 06/19/2012 (S. Center) - 06/29/2012 (N. Center) <u>Outcome/Output:</u> Mitigate traffic safety deficiencies and promote walking/bicycling. Project will improve pedestrian and bicycle traffic safety and encourage parents to allow their children to walk/bike to school.	11-0598 ATP/15-16 CONST \$897,000 1115000082	2015-16 108-0042 SHA 20.30.720.100	\$897,000

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by	
RTPA/CTC	District-County	Location	Project Description	Phase	Item #	Fund Type	
				Prgm'd Amount	Fund Type	Amount by	
				Project ID	Program Code	Fund Type	
				Adv. Phase			
Resolution FATP-1516-13							
2.5w.(1)	Active Transportation Program Projects						
38	\$500,000	County of San Diego	Safe Routes to School - Live Oak Elementary/Potter Junior High . Reche Road between Green Canyon Road and Oak Glade Drive in Fallbrook. Construct sidewalks, crosswalk bulb-outs, curb & gutter, and drainage improvements on Reche Road near Live Oak Elementary School and Potter Junior High School.	11-0688	2014-15	\$334,000	
<u>SANDAG</u>	11-San Diego			ATP/14-15	108-0890		
				PS&E	FTF		
				\$334,000			
				ATP/15-16	108-0890	\$166,000	
				R/W	FTF		
				\$166,000	20.30.720.100		
				1115000066			
				S			
			(Statewide - ID 0688)				
			(CEQA - MND, 11/25/2015.)				
			(NEPA - CE, 02/05/2016.)				
			(Future Consideration of Funding approved under Resolution E-16-27; May 2016.)				
			Time Extension for FY 14-15 PS&E expires on 6/30/2016.				
			<u>Outcome/Output:</u> Construct left turn pocket along school entrance/Reduce congestion on Reche Road during morning and afternoon peak school hours. Also, construct sidewalk including curb and gutter/provide pedestrian access for school children.				
39	\$300,000	City of National City	National City Safe Route to School Pedestrian Enhancements. The project will enhance the safety of children to and from school by eliminating barriers identified in walk audits conducted near seven schools in three National City Districts. The project will provide high visibility crosswalks, ADA ramps, bulb outs, RRFB, signs, utility pole relocations and sidewalk enhancements.	11-1155	2014-15	\$225,000	
<u>SANDAG</u>	11-San Diego			ATP/14-15	108-0890		
				PS&E	FTF		
				\$225,000			
				ATP/15-16	108-0890	\$75,000	
				R/W	FTF		
				\$75,000	20.30.720.100		
				1115000089			
				S			
			(Statewide - ID 0673)				
			(CEQA - NOE, 1/12/2015.)				
			(NEPA - CE, 04/29/2016.)				
			Time Extension for FY 14-15 PS&E expires 6/30/2016.				
			<u>Outcome/Output:</u> Installing high visibility crosswalks, ADA ramps, bulb outs, RRFB, signs, utility pole relocations and sidewalk enhancements will enhance safety by reducing the number and severity of vehicular and pedestrian/bicycle collisions and reduce greenhouse gas emissions, and promote healthy living.				

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1) Active Transportation Program Projects				Resolution FATP-1516-13
40 \$810,000 City of La Mesa <u>SANDAG</u> 11-San Diego	<p>King Street Pedestrian and Bicycle Improvements. Pedestrian and bicycle safety improvements near the Vista La Mesa Academy elementary school in the City of La Mesa. Vista La Mesa is in the Lemon Grove School District. The project limits are: King Street and Violet Street between Waite Drive and Hoffman Avenue; Waite Drive and Hoffman Avenue between King Street and Massachusetts Avenue; and Marian Street from Hoffman Avenue to University Avenue. Scope includes high visibility crosswalks, Class III bicycle accommodations, curb radius reductions, bulbouts, improved signing.</p> <p>(Statewide - ID 0670)</p> <p>(Statewide - ID 0670)</p> <p>(CEQA - NOE, 07/11/2012.) (NEPA - CE, 01/26/2015.)</p> <p>Right of Way Certification, 04/21/2016</p> <p><u>Outcome/Output:</u> The project will add 1.5 miles of class III bike lanes which will connect to class II bike lane and reduce vehicular speed by drawing motorist attention to the presence of alternative modes of transportation. Traffic calming measures such as bulbouts, enhanced high visibility pedestrian crossings and improved signage will be implemented to create a safe and accessible active transportation route.</p>	11-1157 ATP/15-16 CONST \$810,000 111500088	2015-16 108-0042 SHA 20.30.720.100	\$810,000
41 \$695,000 City of San Diego <u>SANDAG</u> 11-San Diego	<p>Chollas Creek- Bayshore Bikeway Final design. A 0.75 mile segment of multi use path connecting from Southeastern San Diego along the Chollas Creek to the Bayshore Bikeway in Borrio Logan.</p> <p>(MPO - ID 0681)</p> <p>(CEQA - MND, 03/29/2016.)</p> <p>(Concurrent Consideration of Funding under Resolution E-16-46; June 2016.)</p> <p><u>Outcome/Output:</u> The project will build upon the City's preliminary design and CEQA/NEPA authorization of the extension of the Chollas Creek-to-Bayshore Bikeway Multi-Use Path. The funds will be used to complete final designs, construction plans, and specifications for 4,000-foot-long (approximately 0.75 mile) extension of the Chollas Creek multi-use path.</p>	11-1178 ATP/15-16 PS&E \$695,000 1115000161 S	2014-15 108-0042 SHA 20.30.720.100	\$695,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1) Active Transportation Program Projects				Resolution FATP-1516-13
42 \$2,557,000 City of Brea <u>OCTA</u> 12-Orange	The Tracks at Brea, Trail Segments 2 and 3. Segment 2 of this project will construct 0.25 miles of separate paved bicycle path and decomposed granite pedestrian trail and Segment 3 will construct improvements to the existing trail from Brea Boulevard to State College Boulevard. (MPO - ID 0712) (CEQA - NOD, 12/4/2007.) (NEPA - CE, 6/03/2016.) (Future Consideration of Funding approved under Resolution E-16-16; March 2016.) Right of Way Certification, 6/08/2016 Time extension for FY 14-15 Construction expires on June 30, 2016. (Contribution from other sources: \$1,159,000.) <u>Outcome/Output:</u> The project will complete two of the six project segments to attract more trail users.	12-2170C ATP/14-15 CONST \$2,557,000 1200020142 S	2014-15 108-0890 FTF 20.30.720.100	\$2,557,000
43 \$632,000 City of Cypress <u>OCTA</u> 12-Orange	Cerritos Avenue Bike Corridor Improvement. This project will construct a Class I bike path on the south side and Class II bike lanes in both directions on Cerritos Avenue from Denni Street to Walker Street. (MPO - ID 0716) (CEQA - NOE, 8/17/2015.) Right of Way Certification, 5/31/2016 <u>Outcome/Output:</u> The project will improve the safety of bicyclists by providing a greater buffer from motor vehicles.	12-2170E ATP/15-16 CONST \$632,000 1216000102 S	2014-15 108-0042 SHA 20.30.720.100	\$632,000
44 \$445,000 City of Santa Ana <u>OCTA</u> 12-Orange	Heninger Elementary SRTS Enhancements. This project will construct bulb outs, ADA-compliant wheelchair ramps, install a new traffic signal at the intersection of Flower Street and Walnut Street, and provide educational safety outreach programs for safe routes to school. (Statewide - ID 0754) (CEQA - NOE, 11/14/2014.) Right of Way Certification, 3/01/2016 <u>Outcome/Output:</u> The project will reduce collisions involving automobiles with pedestrians and bicyclists, provide a safer means of transportation, and promote through outreach a greater number of students to walk or bicycle to school.	12-2170Y ATP/15-16 CONST \$445,000 1215000062 S	2014-15 108-0042 SHA 20.30.720.100	\$445,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(1) Active Transportation Program Projects			Resolution FATP-1516-13	
45 \$723,000 City of Santa Ana <u>OCTA</u> 12-Orange	<p>Washington Elementary SRTS Enhancements. This project will construct bulb outs, ADA-compliant wheelchair ramps, install a new traffic signal at the intersection of Flower Street and Anahurst Place, and provide educational safety outreach programs for safe routes to school.</p> <p>(Statewide - ID 0758)</p> <p>(CEQA - NOE, 11/14/2014.)</p> <p>Right of Way Certification, 3/01/2016</p> <p><u>Outcome/Output:</u> The project will reduce collisions involving automobiles with pedestrians and bicyclists, provide a safer means of transportation, and promote through outreach a greater number of students to walk or bicycle to school.</p>	12-2170Z ATP/15-16 CONST \$723,000 1215000064 S	2014-15 108-0042 SHA 20.30.720.100	\$723,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.5w.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR AN ACTIVE TRANSPORTATION PROGRAM PROJECT
RESOLUTION FATP-1516-15**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate \$160,000 for one Active Transportation Program (ATP) Citywide SRTS Pedestrian Facility Improvements (PPNO 1167) project in Riverside County.

ISSUE:

The attached vote list describes one ATP project totaling \$160,000. The local agencies are ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$160,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-108-0890 for the ATP project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(4) Active Transportation Program Projects		Resolution FATP-1516-15		
1 \$160,000 City of Moreno Valley RCTC 08-Riverside	Citywide SRTS Pedestrian Facility Improvements. The project will construct sidewalk to close existing gaps, ADA-compliant curb ramps, and street widening. (Statewide - ID 0512) (CEQA - MND, 5/12/2015.) (NEPA - CE, 2/12/2016.) (Future consideration of funding under Resolution E-16-43; June 2016.) Time extension for FY 14-15 PS&E and ROW expires on June 30, 2016. <u>Outcome/Output:</u> The project outcome will enhance safety and mobility for students and encourage more of the school-associated population to walk or bicycle to school.	08-1167 ATP/14-15 PS&E \$89,000 R/W \$71,000 0815000036 S	2014-15 108-0890 FTF 108-0890 FTF 20.30.720.100	\$89,000 \$71,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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-1516-12**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate \$8,208,000 for 24 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 24 ATP projects totaling \$8,208,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$8,208,000 be allocated from the Budget Act of 2014, Budget Act Items 2660-108-0042 and 2660-108-0890, for 24 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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
Resolution FATP-1516-12				
2.5w.(2)	Active Transportation Program Projects			
1 \$97,000 County of Lake Public Works Department <u>Lake CCAPC</u> 01-Lake	Middletown Multi-Use Path. Class I multi-use path along State Route 29 in Lake County, from the intersection of Rancheria Road to the intersection of Central Park Road in the community of Middletown (Small Urban and Rural - ID) <u>Outcome/Output:</u> Deliver a Class I multi-use path for bicycles and pedestrians	01-3110 ATP/16-17 PA&ED \$97,000 0116000105	2014-15 108-0042 SHA 20.30.720.100	\$97,000
2 \$146,000 Mendocino Council of Governments <u>MCOG</u> 01-Mendocino	SR-162 Corridor Multi-Purpose Trail Phase 2. Construct a multi-use Class I trail, 10 feet wide with 2 foot shoulders. Phase 2 will run parallel to SR162 corridor, from Biggar Lane to Hurt Road. (Statewide - ID) <u>Outcome/Output:</u> Provide Class I multi-use Class I trail for pedestrians and bicyclists.	01-4632 ATP/16-17 PA&ED \$146,000 0116000079	2014-15 108-0042 SHA 20.30.720.100	\$146,000
3 \$99,000 City of Ukiah <u>MCOG</u> 01-Mendocino	Northwestern Pacific Rail Trail Phase II. Design and construct Phase 2 of the multi-use bicycle and pedestrian pave trail within the Northwestern Pacific Railroad right-of-way in the City of Ukiah, including trail fencing, lighting, and safety enhanced crosswalks. (Statewide - ID) <u>Outcome/Output:</u> Complete the PA&ED phase for the NWP Rail Trail Phase 2.	01-4633 ATP/16-17 PA&ED \$99,000 0116000070	2014-15 108-0042 SHA 20.30.720.100	\$99,000
4 \$37,000 Shasta County <u>SRTA</u> 02-Shasta	Old Oregon Trail Shasta College Active Transportation Project. Shasta College campus and Old Oregon Trail. Install bike lanes, pavement markings, and flashing beacon on Shasta College campus; changes Old Oregon Trail to add bicycle lanes and improve intersections for non-motorized users. Close bicycle facility gap between campus and existing bike lanes. (Small Urban and Rural - ID) <u>Outcome/Output:</u> Project will promote active transportation to Shasta College.	02-2576 ATP/16-17 PA&ED \$37,000 0216000111	2014-15 108-0890 FTF 20.30.720.100	\$37,000
5 \$148,000 City of Redding <u>SRTA</u> 02-Shasta	City of Redding - Diestelhorst to Downtown Non-Motorized Improvement Project. Sacramento River Trail to Downtown via Benton, Riverside Drive, Center Street, and Division Street. Provide off-street path and Class II separated bikeways; complete sidewalk gaps; improve all intersections; and include an enhanced crossing, including median and rapid flashing beacons and corridor lighting. (Small Urban and Rural - ID) <u>Outcome/Output:</u> Provides improved pedestrian, bicycle, and roadway facilities, which will result in improved mobility, accessibility, and safety.	02-2578 ATP/16-17 PA&ED \$148,000 0216000123	2014-15 108-0890 FTF 20.30.720.100	\$148,000

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	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(2) Active Transportation Program Projects				Resolution FATP-1516-12
6 \$200,000 Colusa County CCTC 03-Colusa	<p>Colusa County Safe Route to School Plan. The Colusa County SRTS Plan will evaluate existing conditions near 14 schools, identify infrastructure and programmatic improvements, and develop suggested Route to School maps to increase parent and student confidence in active transportation.</p> <p>(Small Urban and Rural - ID)</p> <p>(CEQA - CE, 12/3/2015.)</p> <p><u>Outcome/Output:</u> Will provide prioritized projects and data-driven backup support for future ATP applications.</p>	03-1106 ATP/16-17 CONST \$200,000 0316000106 S	2014-15 108-0042 SHA 20.30.720.100	\$200,000
7 \$1,106,000 City of Sacramento SACOG 03-Sacramento	<p>Del Rio Trail. In Sacramento, along the old rail corridor connecting the existing Class I bike paths between Sutterville Road and south of Meadowview/Pocket Road. Construct new Class I bike path.</p> <p>(MPO - ID)</p> <p>(Contribution from other sources: \$144,000.)</p> <p><u>Outcome/Output:</u> Provide a new class one bike path through existing neighborhoods. Active users benefit by having new bicycle connectivity to regional parks, area schools, markets, and other activity centers.</p>	03-1689 ATP/16-17 PA&ED \$1,106,000 0316000158 S	2014-15 108-0890 FTF 20.30.720.100	\$1,106,000
8 \$40,000 Yuba County SACOG 03-Yuba	<p>Seventh Avenue Bicycle Path and Pedestrian Route Improvements. On Seventh Avenue from Olivehurst Avenue to 400 feet east of Arboga Road. Construct curb, gutter, sidewalk, bicycle lanes, curb ramps, striping, traffic control devices, raised crosswalks, curb extensions, pedestrian refuge islands, rapid flashing beacons, and improved pedestrian lighting.</p> <p>(Statewide - ID)</p> <p><u>Outcome/Output:</u> Bicycle lanes and sidewalks will provide safer areas for bicyclists and pedestrians to travel separated from vehicles. Pedestrian islands, raised crosswalk, flashing beacons, and lighting will increase the safety of school children.</p>	03-2015 ATP/16-17 PA&ED \$40,000 0316000107	2014-15 108-0042 SHA 20.30.720.100	\$40,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(2) Active Transportation Program Projects Resolution FATP-1516-12				
9 \$989,000 Marin County Transit District <u>MTC</u> 04-Marin	Pedestrian Access & Safety Improvements for the Downtown Novato Bus Transit Facility. This is an infrastructure project to reconstruct the existing Downtown Novato transit facility to improve pedestrian safety, bus operations, accessibility, and provide new bicycle racks. (MPO - ID) (CEQA - CE, 8/17/2015.) (Contribution from other sources: \$1,772,000.) Right of Way Certification: 4/29/2016. <u>Outcome/Output:</u> Improve safety at mid-block crossing by improving site lines, reducing crossing and adding a pedestrian signal. Improve safety on pedestrian refuge island and transit boarding location by removing low shelters, increasing lighting, and installing security cameras.	04-2128F ATP/16-17 CONST \$989,000 0416000399	2014-15 108-0042 SHA 20.30.720.100	\$989,000
10 \$963,000 San Mateo County <u>MTC</u> 04-San Mateo	Redwood City 2020 Sustainable Transportation Encouragement Project (STEP). This project is a non-infrastructure Safe Route to School (SRTS) encouragement program located in San Mateo County North Fair Oaks and Redwood City School District (Statewide - ID) (CEQA - NOE, 04/28/2016.) (Savings \$3,000 to revert back to Active Transportation Program.) <u>Outcome/Output:</u> The STEP program will implement a school-based and community-wide education, encouragement, and enforcement to increase traffic safety while increasing walking and bicycling trips and reducing vehicle traffic congestion.	04-2140X ATP/16-17 CONST \$966,000 \$963,000 0416000386	2014-15 108-0042 SHA 20.30.720.100	\$963,000
11 \$495,000 City of Monterey <u>TAMC</u> 05-Monterey	City of Monterey Active Transportation/Demand Management Plan. Develop a Transportation Demand Management Plan for the City to include three major user groups - employers, schools and tourist industry to achieve modal shift in the City of Monterey. (Small Urban and Rural - ID) (CEQA - NOE, 5/10/2016.) <u>Outcome/Output:</u> To deliver a program of measures to achieve modal shift in the City of Monterey, in order to reduce congestion, improve physical activity amongst the City population, encourage active travel amongst students and implement safe routes to schools.	05-2676 ATP/16-17 CONST \$495,000 0516000157	2014-15 108-0042 SHA 20.30.720.100	\$495,000

2.5 Highway Financial Matters

Project #	Allocation Amount	Recipient	Project Title	PPNO Program/Year	Budget Year	Amount by	
<u>RTPA/CTC</u>		District-County	Location	Phase	Item #	Fund Type	
			Project Description	Prgm'd Amount	Fund Type	Amount by	
				Project ID	Program Code	Fund Type	
				Adv. Phase			
Resolution FATP-1516-12							
2.5w.(2)	Active Transportation Program Projects						
12	\$1,800,000	City of Santa Cruz <u>SCCRTC</u> 05-Santa Cruz	Branciforte Creek Bicycle/Pedestrian Bridge. Construction of a 12 foot wide bicycle/pedestrian bridge over Branciforte Creek and construction of a 12 foot wide multi-use path under the Soquel Avenue bridge to meet the existing 12 foot wide multi-use path. (Small Urban and Rural - ID) (CEQA - MND; 11/5/2013.) (Concurrent Consideration of Funding under Resolution E-16-41; June 2016.) Right of Way Certification, 02/12/2016 <u>Outcome/Output:</u> Project will complete final gap in the San Lorenzo Riverway, a four mile separated active transportation facility.	05-2691 ATP/16-17 CONST \$1,800,000 0516000111 S	2014-15 108-0042 SHA 20.30.720.100	\$1,800,000	
13	\$295,000	San Luis Obispo Council of Governments <u>SLOCOG</u> 05-San Luis Obispo	San Luis Obispo Regional Rideshare Active Transportation Safety & Encouragement Campaign. The Campaign relies on four integrated strategies that aim to make walking and biking the cultural norm for completing short-trips in communities across our region. They include marketing, tactical urbanism, education and data collection. (Statewide - ID) (CEQA - NOE, 5/6/2016.) <u>Outcome/Output:</u> Learn-by-doing On-bike Education programs in 4th-6th grade physical education classes to result in a 9% increase in students walking and biking. Complete 50 school assessment workshops to result in bike and walkability maps for schools	05-2677 ATP/16-17 CONST \$295,000 0516000128	2014-15 108-0042 SHA 20.30.720.100	\$295,000	
14	\$53,000	City of Sanger <u>FCOG</u> 06-Fresno	Sanger Safe Routes to School. Construct sidewalk, curb and gutter and install crosswalks, flashing beacons, school zone signage, and pavement markings at Washington Academic Middle School (10th Street between DeWitt and West Avenues and Q Street between 13th and 14th Streets) and at Madison Elementary School (Intersection of Bethel and Cherry Avenues). (Statewide - ID) (CEQA - CE, 4/18/2016.) <u>Outcome/Output:</u> Increase school zone pedestrian safety throughout City of Sanger	06-6849 ATP/16-17 PA&ED \$9,000 \$0 PS&E \$44,000 \$53,000 0616000145	2014-15 108-0042 SHA 20.30.720.100	\$53,000	

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
Resolution FATP-1516-12				
2.5w.(2)	Active Transportation Program Projects			
15 \$30,000 City of McFarland <u>KCOG</u> 06-Kern	Kern Avenue Elementary SR2S Connectivity. Construct sidewalk, curb and gutter and install Class III bike lanes and high visibility crosswalks within two city blocks bounded by and along 4th and 5th Streets and 3rd Place from West Perkins to Robertson; the North side of Robertson from 3rd Place to 5th Street; and the South side of West Perkins. (Statewide - ID) (CEQA - CE, 4/6/2016.) <u>Outcome/Output:</u> Increase walking and bicycling, especially among students	06-6843 ATP/16-17 PA&ED \$5,000 \$0 PS&E \$25,000 \$30,000 0616000169	2014-15 108-0042 SHA 20.30.720.100	\$30,000
16 \$65,000 Riverside County <u>RCTC</u> 08-Riverside	3rd Place Sidewalk and Roadway Safety Improvements. This project will pave approximately 1,500 linear feet and construct sidewalk improvements on the west side of 3rd Place from Vernon Avenue to 14th Avenue in and near the City of Blythe. (Statewide - ID) <u>Outcome/Output:</u> The project outcome is to increase student bicycling or walking to and from school by at least 36.	08-1177 ATP/16-17 PA&ED \$65,000 0816000147 S	2014-15 108-0042 SHA 20.30.720.100	\$65,000
17 \$45,000 Riverside County <u>RCTC</u> 08-Riverside	Mecca Sidewalk and Roadway Safety Improvements. This project will construct approximately 4,300 linear feet of sidewalk improvements on 6th Street from Date Palm Avenue to Dale Kiler Road, Brown Street from 5th Street to 6th Street, and the west side of Dale Kiler Road from 7th Street to 200 feet south in the community of Mecca. (MPO - ID) <u>Outcome/Output:</u> The project outcome is to increase student bicycling or walking to and from school by at least 25.	08-1198 ATP/16-17 PA&ED \$45,000 0816000149 S	2014-15 108-0042 SHA 20.30.720.100	\$45,000
18 \$46,000 Riverside County <u>RCTC</u> 08-Riverside	Camino Aventura Sidewalk Safety Improvements. This project will construct approximately 1,750 linear feet of sidewalk improvements, cross-gutter, signage, and pavement markings on the north side of Camino Aventura from Avenida Descanso to Bubbling Wells Road near the City of Desert Hot Springs. (MPO - ID) <u>Outcome/Output:</u> The project outcome is to increase student bicycling or walking to and from school by at least 40.	08-1199 ATP/16-17 PA&ED \$46,000 0816000150 S	2014-15 108-0042 SHA 20.30.720.100	\$46,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
Resolution FATP-1516-12				
2.5w.(2)	Active Transportation Program Projects			
19 \$40,000 Riverside County <u>RCTC</u> 08-Riverside	Thousand Palms Sidewalk Safety Improvements. This project will construct approximately 5,300 linear feet of sidewalk improvements on the south side of El Centro Way and the north side of La Canada Way, both from Via Ventana to San Miguelito Drive in the community of Thousand Palms. (MPO - ID) <u>Outcome/Output:</u> The project outcome is to increase student bicycling or walking to and from school by at least 32.	08-1200 ATP/16-17 PA&ED \$40,000 0816000148 S	2014-15 108-0042 SHA 20.30.720.100	\$40,000
20 \$135,000 City of Merced <u>MCA</u> 10-Merced	Active Transportation Plan/SRTS Plan. The project is to prepare a Comprehensive Active Transportation Plan/Safe-Routes-to-School Plan Key components: barrier assessment; post plan adoption public involvement strategies; focus on DC communities; and CEQA clearance of the Plan. (Statewide - ID) (CEQA - Letter; 04/15/2016.) <u>Outcome/Output:</u> The plan would encompass the City's growth area (SUDP) with a focus on the City and Central Merced in order to maximize value, functionality and level of benefit to its disadvantaged communities.	10-3181 ATP/16-17 CONST \$135,000 1016000109 S	2014-15 108-0042 SHA 20.30.720.100	\$135,000
21 \$62,000 City of El Centro <u>ICTC</u> 11-Imperial	Establishment of Safe Routes to School Program & Bicycle Route Improvements. Various locations in El Centro. Install way finding signage and bike racks at strategic locations and striping of "sharrows" along Class III bicycle routes. (MPO - ID) (CEQA - NOE, 01/28/2016.) Infrastructure portion - This project is related to PPNO 1226 which is the Non-Infrastructure portion for the Outreach Program. <u>Outcome/Output:</u> Increase the number of people biking and walking in the City. Educate public especially children on how to ride bicycles or walk safely to schools. Establish a SR2S Program in El Centro through a partnership with Imperial County Public Health Department.	11-1225 ATP/16-17 PS&E \$62,000 1116000148 S	2014-15 108-0042 SHA 20.30.720.100	\$62,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(2) Active Transportation Program Projects				Resolution FATP-1516-12
22 \$215,000 City of El Centro <u>ICTC</u> 11-Imperial	Establishment of Safe Routes to School Program & Bicycle Route Improvements. Various locations in El Centro. Install way finding signage and bike racks at strategic locations and striping of "sharrows" along Class III bicycle routes. (MPO - ID) (CEQA - NOE, 01/28/2016.) Right of Way Certification: 2/10/2016. Non-Infrastructure portion - Outreach Program. Related to PPNO 1225 which is the Infrastructure portion. <u>Outcome/Output:</u> Increase the number of people biking and walking in the City. Educate public especially children on how to ride bicycles or walk safely to schools. Establish a SR2S Program in El Centro through a partnership with Imperial County Public Health Department.	11-1226 ATP/16-17 CONST \$215,000 1116000150 S	2014-15 108-0042 SHA 20.30.720.100	\$215,000
23 \$450,000 City of La Mesa <u>SANDAG</u> 11-San Diego	West La Mesa Pedestrian and Bicycle Connectivity Project. Pedestrian and bicycle safety improvements near La Mesa Arts Academy, La Mesa Elementary, and Helix High School in the City of La Mesa. The project is located within various areas of west La Mesa adjacent to and surrounding Helix high, La Mesa Dale Elementary, La Mesa Middle, La Mesa Arts Academy and Highwood Park. Scope includes high visibility crosswalks, Class III bicycle accommodations, curb radius reduction, bulbouts, and improved signage. (MPO - ID) (CEQA - MND, 05/27/2015.) (Concurrent Consideration of Funding under Resolution E-16-47; June 2016.) <u>Outcome/Output:</u> The project will enhance safety in West La Mesa by completing more than 4.8 miles of bicycle and pedestrian enhancements linking four schools and city park. An educational campaign will further promote active transportation as a viable mode and promote safety. Traffic calming measures such as bulbouts, enhanced high visibility pedestrian crossings and improve signage will be implemented to create a safe and accessible active transportation route.	11-1229 ATP/16-17 PA&ED \$50,000 \$0 PS&E \$400,000 \$450,000 1116000156 S	2014-15 108-0042 SHA 20.30.720.100	\$450,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5w.(2) Active Transportation Program Projects			Resolution FATP-1516-12	
24 \$652,000 City of Brea <u>OCTA</u> 12-Orange	<p>The Tracks at Brea, Segment 6. This project will construct a paved bicycle path and a decomposed granite pedestrian trail along the Loftus Flood Control Channel from Kraemer Boulevard to Surveyor Avenue.</p> <p>(MPO - ID)</p> <p>(CEQA - NOD, 12/4/2007.) (NEPA - CE, 11/09/2015.)</p> <p>(Future Consideration of Funding approved under Resolution E-16-16; March 2016.)</p> <p>Right of Way Certification, 4/28/2016</p> <p>(Contribution from other sources: \$952,000.)</p> <p><u>Outcome/Output:</u> The project will complete one of the six project segments to attract more trail users.</p>	12-2172B ATP/16-17 CONST \$652,000 1216000111 S	2014-15 108-0890 FTF 20.30.720.100	\$652,000

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 26, 2015

Reference No.: 2.6a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP TRANSIT PROGRAM
PROJECTS
RESOLUTION MFP-15-10**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate \$13,962,000 for two locally administered State Transportation Improvement Program (STIP) Transit projects.

ISSUE:

The attached vote list describes two locally administered STIP Transit projects totaling \$13,962,000. The local agencies are ready to proceed with these projects and are requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$13,962,000 be allocated from the Budget Act of 2014, Budget Act Item 2660-101-0046 for two locally administered STIP Transit projects described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient <u>RTPA/CTC</u> District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv. Phase	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6a. Financial Allocations for Locally Administered STIP Transit Projects				Resolution MFP-15-10
1 \$200,000 Mono County Local Transportation Commission <u>MCLTC</u> 09-Mono	Replacement Vehicles for Eastern Sierra Transit Authority (ESTA). Acquisition of one 33-foot, 33-passenger, diesel fuel, ADA compliant trolley for Eastern Sierra Transit Authority (ESTA) to be used on routes in the Town of Mammoth Lakes. (CEQA - NOE, 5/5/2016.)	09-2566 RIP/15-16 CONST \$200,000 0916000037 S T298TF	2014-15 101-0046 PTA 30.10.070.626	\$200,000
	<u>Outcome/Output:</u> Lower maintenance and running costs by approximately 25%; Ensure safe and reliable public transportation in Eastern Sierra.			
2 \$13,762,000 City of Orange Orange County Transportation Authority <u>OCTA</u> 12-Orange	Orange Transportation Center Parking Structure. Construct a five-level parking structure with 611 parking stall, 500 of which will be dedicated for transit use. (Future Consideration of Funding approved under Resolution E-16-29; May 2016.)	12-9657 RIP/15-16 CONST \$13,762,000 1216000112 S R352TA	2014-15 101-0046 PTA 30.10.070.625	\$13,762,000
	<u>Outcome/Output:</u> Provide additional transit parking to meet future demand and relieve congestion at the Metrolink Station.			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.6d.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR FEDERAL GRANT – HIGH-SPEED INTERCITY
PASSENGER RAIL PROGRAM PROJECT (HSIRP)
RESOLUTION MFP-15-12**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate \$2,153,967 for the Federal Grant – High-Speed Intercity Passenger Rail Program Project (HSIPR) Pacific Surfliner Chesterfield Drive Crossing Improvement (PPNO FR001) Rail project.

ISSUE:

The attached vote list describes the Federal HSIPR Rail project totaling \$2,153,967. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$2,153,967 be allocated from the Budget Act of 2015, Budget Act Item 2660-301-0890 for the federal HSIPR Rail project described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project #	Project Title	PPNO Program/Year	Budget Year	Amount by
Allocation Amount	Location	Phase	Item #	Fund Type
Recipient	Project Description	Prgm'd Amount	Fund Type	Amount by
RTPA/CTC		Project ID	Program Code	Fund Type
District-County		Adv. Phase		Fund Type
2.6d.(2)	Federal Grant - High-Speed Intercity Passenger Rail Project (HSIPR)			Resolution MFP-15-12
1	Pacific Surfliner Chesterfield Drive Crossing Improvement. In the City of Encinitas, complete final design and construct at-grade crossing improvements including all bike and pedestrian facilities, double track rail, signals, and safety improvements at Chesterfield Drive.	75-FR001 HSIPR/15-16 CONST \$2,153,967 1116000131 4 2T217	2015-16 301-0890 FTF 30.20.725.000	\$2,153,967
Department of Transportation SANDAG 75-San Diego	(CEQA - CE, Section 15275) (NEPA - CE, 7/15/14)			
	(Contribution from other sources: \$2,153,967)			
	The Federal Railroad Administration (FRA) awarded a High-Speed Intercity Passenger Rail (HSIPR) federal grant in the amount of \$2,236,550 (\$82,583 for PS&E and \$2,153,967 for construction) for the Chesterfield Drive Crossing Improvement Project in April 2015. This allocation is for Construction only.			
	Concurrent Financial Allocation Amendment to under Resolution MFP-15-11; June 2016.			
	<u>Outcome/Output:</u> Design and construction of this project would enhance safety and minimize conflicts between bicycles, pedestrians, and vehicles with a significant upgrade to the existing crossing by eliminating free flowing right turns, adding pedestrian bulb-outs and construct a new bike path.			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.6g.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck, Chief
Division of
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED TRANSIT AND INTERCITY
RAIL CAPITAL PROGRAM PROJECTS
RESOLUTION TIRCP-1516-09**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate \$38,494,000 for the locally administered Transit and Intercity Rail Capital Program (TIRCP) Willowbrook/Rosa Parks Station and Blue Line Light Rail Operational Improvements (PPNO CP015) project in Los Angeles County.

ISSUE:

The attached vote list describes the locally administered TIRCP project totaling \$38,494,000. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that \$38,494,000 be allocated from the Budget Act of 2015, Budget Act Item 2660-301-0046 of Reimbursement Authority for the TIRCP project described on the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project #	Project Title	PPNO	Budget Year	Amount by
Allocation Amount	Location	Program/Year	Item #	Fund Type
Recipient	Project Description	Phase	Fund Type	Amount by
<u>RTPA/CTC</u>		Prgm'd Amount	Program Code	Fund Type
District-County		Project ID		
		Adv. Phase		
2.6g. Transit and Intercity Rail Capital Program Projects			Resolution TIRCP-1516-09	
1	Willowbrook/Rosa Parks Station and Blue Line Light Rail Operational Improvements Project. The project includes replacement of the 20-year-old Blue Line signaling system on the current alignment as well as the installation of new track crossovers, new train controls at 15 locations, new LED signals and power switches, 19 turnouts, new track, overhead catenary, and a communications upgrade.	07-CP015	2015-16	\$38,494,000
\$38,494,000		TIRCP/2015-16	301-0046R	
Los Angeles County Metropolitan Transportation Authority		CONST	PTA	
<u>LACMTA</u>		\$38,494,000	30.10.070.000	
07-Los Angeles		0016000329		
		S		
		R353GA		
	(Future Consideration of Funding approved under Resolution E-16-28; May 2016.)			
	<u>Outcome/Output:</u> Increased ridership, reduced greenhouse gas emissions, improved safety, and improved integration with local and regional transit systems			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.8a.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rihui Zhang, Chief
Division of Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT ALLOCATION FOR LOCALLY
ADMINISTERED ACTIVE TRANSPORTATION PROGRAM PROJECT,
PER ATP GUIDELINES
WAIVER 16-23**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) extend the period of project allocation as supported for the projects listed on the attached document for the time periods shown.

ISSUE:

The attached document identifies 63 allocations totaling \$103,206,000 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 20 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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
1	County of Humboldt Humboldt County PPNO: 01-2402 Lafayette Elementary School Safe Routes Improvements Project	\$0 \$0 \$0 \$655 \$655	12 Months 06/30/2017 Support, 12 Months State
<p>The County of Humboldt (County) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Lafayette Elementary School Safe Routes Improvements Project. The County experienced unexpected delays during the project's Right of Way (ROW) phase.</p> <p>In early project scoping, the County estimated only 10 Temporary Construction Easements (TCE) would be needed. Once the ROW phase began, the County was able to better define the ROW boundary through research of ROW deeds, maps and survey staking of the ROW property line. This work revealed numerous private landowners had encroached on the public ROW, including where project improvements were planned. These encroachments include private landscape improvements and structures. This increased the number of TCEs the County would need for the project to 50. To finish identifying the encroachments, negotiate with the land owners and incorporate the changes into the project design, the County will need more time. The more accurate ROW delineation also increased the number of utility relocations the project will need. These have delayed the project by 12 months.</p> <p>Therefore, the County requests a 12-month time extension to allocate CON by June 30, 2017.</p>			
2	Mendocino Council of Governments Mendocino County PPNO: 01-4610B Covelo State Route 162 Corridor Multi-Purpose Trail Phase 1	\$0 \$184 \$0 \$0 \$184	20 Months 02/28/2018 Support, 20 Months State
<p>The Mendocino Council of Governments (MCOG) requests a 20-month time extension to allocate funding for the Plans, Specifications and Estimate (PS&E) phase of the Covelo State Route 162 Corridor Multi-Purpose Trail Phase 1 project. MCOG experienced unexpected delays during the Project Approval and Environmental Document (PA&ED) phase.</p> <p>Soon after PA&ED allocation, MCOG found its employees, all Dow and Associates consultants, did not meet the Federal Highway Administration's (FHWA's) requirements to administer the project. Specifically, the FHWA rule states that MCOG must have one of its own staff person in "Responsible Charge" (oversight and funding responsibilities). This unique problem required a lengthy process, involving many meetings with the Department and FHWA, which delayed the project 12 months. The issue was resolved when the Department and FHWA granted one-time authority to Dow and Associates to act on behalf of MCOG as the implementing agency.</p> <p>Due to the 12-month delay regarding the responsible charge issue, the consultant contract was not awarded until May 2016. Completion of the Biological Assessment and Natural Environment Study have been delayed. Certain components of each study must be completed during the Spring when vegetation is in bloom and waterways have not dried up. That window in 2016 was closed by the time the project began. As a result, these studies have been pushed back to the Spring of 2017. This has caused additional delays in the completion of the environmental document. MCOG now anticipates completing NEPA in November 2017, allowing for PS&E allocation by February 2018.</p> <p>Therefore, the MCOG requests a 20-month time extension to the PS&E phase of this project to February 28, 2018.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
3	City of Elk Grove Sacramento County PPNO: 03-1677 Lower Laguna Creek Open Space Preserve Trail project	\$0 \$0 \$83 \$0 \$83	20 Months 06/30/2017 Support, 12 Months State
<p>The City of Elk Grove (City) originally requested a 20-month time extension. After working with the Department, the City now requests a 12-month time extension to allocate funding for the Right of Way (ROW) phase of the Lower Laguna Creek Open Space Preserve Trail project. The County experienced unexpected delays during the Project Approval and Environmental Document phase. This project is also requesting a time extension for construction allocation.</p> <p>In June 2015, the Commission granted this project a 12-month time extension to allocate the Plans, Specifications and Estimate (PS&E) phase, based on a delay in completing NEPA. The environmental process took longer as a result of the statewide drought, which unexpectedly caused the need to add an additional season to study the project's potential wetland areas. This delayed the project 12 months, which has had a cascade effect on the subsequent project phases including ROW.</p> <p>Therefore, the City requests a 12-month time extension to allocate ROW by June 30, 2017.</p>			
4	City of Elk Grove Sacramento County PPNO: 03-1677 Lower Laguna Creek Open Space Preserve Trail project	\$0 \$0 \$0 \$1,224 \$1,224	20 Months 02/28/2018 Support, 20 Months State
<p>The City of Elk Grove (City) originally requested a 20-month time extension to allocate funding for the construction (CON) phase of the Lower Laguna Creek Open Space Preserve Trail project. The County experienced unexpected delays during the Project Approval and Environmental Document phase. This project is also requesting a time extension for Right of Way (ROW) allocation.</p> <p>In June 2015, the Commission granted this project a 12-month time extension to allocate the Plans, Specifications and Estimate (PS&E) phase, based on a delay in completing NEPA. The environmental process took longer as a result of the statewide drought, which unexpectedly caused the need to add an additional season to study the project's potential wetland areas. This delayed the project 12 months, which has had a cascade effect on the subsequent project phases including ROW and CON.</p> <p>Once ROW is allocated, the City anticipates it will take six months to complete and certify ROW. This includes receiving all the permits required for CON, including the State Water Resources Control Board, the Regional Water Quality Control Board, and the California Department of Fish and Wildlife. As soon as the ROW is certified, the City will submit the CON allocation request to the Department for inclusion into the next available Commission meeting, a two month process.</p> <p>Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2018.</p>			
5	City of Rancho Cordova Sacramento County PPNO: 03-1680 Mather Rails to Trails Project	\$0 \$0 \$0 \$2,083 \$2,083	12 Months 06/30/2017 Support, 12 Months MPO
<p>The City of Rancho Cordova (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Mather Rails to Trails Project. The City experienced unexpected delays during the project's Right of Way (ROW) phase.</p> <p>The project has been unexpectedly delayed in obtaining Union Pacific Railroad (UPRR) approval to use railroad property for this project. Although the City hopes to complete ROW by June 2016, the City understands the process to obtain UPRR approval for use of their property may take much longer. The City anticipates ROW approval in April 2017. Once ROW is approved, the City anticipates needing two months to request CON allocation in June 2017.</p> <p>Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2017.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
6	City of Folsom Sacramento County PPNO: 03-1683 Oak Parkway Trail Under Crossing and Johnny Cash Trail Connection	\$0 \$0 \$0 \$882 \$882	12 Months 02/28/2017 Support, 8 Months MPO
<p>The City of Folsom (City) originally requested a 12-month time extension. After working with the Department, the City now requests an eight-month time extension to allocate funding for the construction (CON) phase of the Oak Parkway Trail Under Crossing and Johnny Cash Trail Connection project. The City experienced unexpected delays during the Project Approval and Environmental Document (PA&ED) phase.</p> <p>In July 2015, as the City was midway through PA&ED, Assembly Bill (AB) 52 was enacted, which required Tribal consultation under CEQA. One of the provisions of AB 52 gave Tribal governments a minimum 90-day response period for the Tribal Consultation process. This three-month review period was unforeseen by the City, and not accounted for in the original project timeline. The City also observed during preliminary design, that the project will require relocation of two Pacific Gas and Electric gas lines. Relocation of these lines is anticipated to take an additional five months.</p> <p>Therefore, the City is willing to reduce their request to an eight-month time extension to allocate CON by February 28, 2017.</p>			
7	City of West Sacramento Yolo County PPNO: 03-1921 Citywide Bike Lane Gap Closures project	\$0 \$0 \$0 \$401 \$401	12 Months 06/30/2017 Support, 12 Months MPO
<p>The City of West Sacramento (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Citywide Bike Lane Gap Closures project. The City experienced unexpected delays during the project's Plans, Specifications and Estimate phase.</p> <p>Although the design and Right of Way (ROW) phases of this project was initially scoped to be completed by West Sacramento staff, the City noted the ROW certification process was beyond the capabilities of their staff. As a result, the City needed to hire a ROW consultant. The City went through their consultant procurement process. Once hired, the City familiarized the consultant to the project. This delayed the project by 12 months.</p> <p>Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2017.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
8	San Mateo County Office of Education San Mateo County PPNO: 04-1040B San Mateo County Safe Routes to School for Health and Wellness program	\$0 \$0 \$0 \$900 \$900	10 Months 04/30/2017 Support, 10 Months State
<p>The San Mateo County Office of Education (SMCOE) requests a 10-month time extension to allocate funding for the construction (CON) phase of the San Mateo County Safe Routes to School for Health and Wellness program. The local agency experienced unexpected delays while obtaining a Master Agreement (MA). This is a non-infrastructure project with ATP funding only in CON. The other phases of this project are being funded through local sources.</p> <p>As an independent agency, not under the San Mateo County Board of Supervisors, SMCOE is new to the process of federal and state transportation funding. SMCOE did not anticipate the complexity and additional requirements to be eligible to receive funding, such as obtaining a MA with the Department, a Pre-Award Audit (Audit), and required procurement policies.</p> <p>Prior to approval of the MA, the County was required to pass a Department administered Audit, assuring their accounting procedures and safeguards met federal and state requirements. As soon as the project funding was approved in December 2014, SMCOE submitted their request for the Audit. By July 2015, the Audit was completed. The Division of Audits and Investigations issued a list of deficiencies SMCOE would need to correct before the Department could execute the MA. SMCOE submitted their Corrective Action Plan in January 2016, complying with the Audit requirements.</p> <p>In March 2016, the Department reviewed the SMCOE, noting SMCOEs procurement policies needed further development to comply with the requirements of the MA. SMCOE is currently modifying their procurement policy requirements. Based on these events, SMCOE is requesting an additional 10 months to allocate CON.</p> <p>Therefore, the SMCOE requests a 10-month time extension to allocate CON by April 30, 2017.</p>			
9	San Francisco Municipal Transportation Agency San Francisco County PPNO: 04-2023E Vision Zero Safety Investment project	\$0 \$0 \$0 \$4,058 \$4,058	12 Months 06/30/2017 Support, 12 Months MPO
<p>The San Francisco Municipal Transportation Agency (SFMTA) requests a 12-month time extension to allocate funding for the construction (CON) phase of their Vision Zero Safety Investment project. SFMTA experienced unexpected delays during the Right of Way (ROW) phase.</p> <p>Allocation of the Active Transportation Program (ATP) funds for this project must align with the allocation of the project's State Highway Operation and Protection Program (SHOPP) funds. To align these two sources of funding, the SFMTA needs an additional four months. This is when the allocation of the project's SHOPP funds will occur.</p> <p>Therefore, the SFMTA requests a 12-month time extension to allocate CON by June 30, 2017.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
10	City of Oakland Alameda County PPNO: 04-2190C International Boulevard Pedestrian Lighting and Sidewalk Repair Project	\$0 \$0 \$0 \$2,481 \$2,481	12 Months 06/30/2017 Support, 12 Months State
<p>The City of Oakland (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the International Boulevard Pedestrian Lighting and Sidewalk Repair Project. The City experienced unexpected delays during the project's Plans, Specifications and Estimate phase.</p> <p>This project proposes to identify deficiencies in the pedestrian lighting level and improve those locations along one of the Alameda and Contra Costa (AC) Transit corridor segments. This project compliments the AC Transit's East Bay Bus Rapid Transit (BRT) Project, which will relocate the bus stops along the same transit corridor. Because the pedestrian light fixtures proposed by this project are to be placed strategically along the bus corridor, this project requires the BRT bus stop design information. At the time the City developed the original milestones for this project, AC Transit expected to have their project design completed by January 2015. However, because of BRT project delays, AC Transit did not complete their design until January 2016. Hence, the BRT project resulted in a 12-month delay to the City's project.</p> <p>Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2017.</p>			
11	City of Oakland Alameda County PPNO: 04-2190D LAMMPS/Laurel, Mills, Maxwell Park and Seminary Active Transportation Connection Project	\$0 \$0 \$0 \$3,598 \$3,598	12 Months 06/30/2017 Support, 9 Months State
<p>The City of Oakland (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the LAMMPS/Laurel, Mills, Maxwell Park and Seminary Active Transportation Connection Project. The Department believes the City's justification only substantiates a 9-month time extension, based on the anticipated milestone date for CON allocation provided by the City in their Request for Time Extension application. The City experienced unexpected delays during the Project Approval and Environmental Document (PA&ED) phase.</p> <p>The project was delayed when review of the proposed traffic models showed more design and modeling work was needed to assure the proposed improvements would improve both pedestrian and vehicle flow. Minimizing conflict between these two modes of transportation took an additional nine months of work beyond what the City anticipated.</p> <p>Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2017.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
12	City of Santa Barbara Santa Barbara County PPNO: 05-2603 Montecito – Yanonali Street Bridge Replacement and Pedestrian Improvement project	\$0 \$0 \$0 \$2,845 \$2,845	12 Months 06/30/2017 Support, 12 Months SU&R
<p>The City of Santa Barbara (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Montecito – Yanonali Street Bridge Replacement and Pedestrian Improvement project. The City experienced unexpected delays during the Project Approval and Environmental Document (PA&ED) phase. The City is also requesting an allocation for Plans, Specifications, and Estimate (PS&E) in the June 2016 CTC meeting.</p> <p>The original project schedule assumed allocation of PA&ED would occur in August 2014. However, the allocation did not take place until December 2014, causing a four-month delay. Once PA&ED was allocated, the survey of the project area took longer than anticipated due to the greater than expected number of site constraints, which include creek channel profiles, large specimen trees, utilities, walls, and right of way lines. The project was further delayed when the City discovered the Montecito-Yanonali Street Bridge held the designation of a potential City Structure of Merit. This required the City to develop special provisions for removal of the existing bridge and assure the plans of the proposed bridge is consistent with the City’s Master Environmental Agreement. Completion of PS&E and Right of Way are expected in February 2017. The City will request for CON allocation at the June 2017 CTC meeting.</p> <p>Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2017.</p>			
13	City of Goleta Santa Barbara County PPNO: 05-4611 Fowler Road and Ekwill Street Extension project	\$0 \$0 \$0 \$2,010 \$2,010	20 Months 02/28/2018 Support, 20 Months SU&R
<p>The City of Goleta (City) requests a 20-month time extension to allocate funding for the construction (CON) phase of the Fowler Road and Ekwill Street Extension project. The City experienced unexpected delays during the project’s Plans, Specifications and Estimate phase.</p> <p>This project proposes to build a portion of new roadway located within the boundaries of the Santa Barbara Airport (Airport), and is intended to provide new access between the Airport and Goleta Old Town.</p> <p>Although the City worked closely with the Airport in designing this project, late in the PS&E phase, new directives from the Federal Aviation Administration caused the Airport to unexpectedly raise concerns over the perceived risk of the project’s proposed roadway being located within the Airport’s Runway Protection Zone (RPZ). To help alleviate the Airport’s concern, the City agreed to have a consultant, independent of City influence, perform an RPZ Impact Analysis. The City and Airport have been working closely together in the consultant selection process for this effort. The consultant procurement and RPZ Impact Analysis will take an additional 10 months to complete.</p> <p>In February 2016, the Commission gave the City notice to reduce the cost of this project by reducing the project scope due to the statewide transportation fund deficit. As part of the cost savings, and to minimize disruptions to the public, the City is combining this project with the Hollister Avenue Bridge Replacement Project in the 2017-18 state fiscal year. The City was able to reduce the scope, for a savings of \$2.3 million in State Transportation Improvement Program funding. However, to obtain the savings an additional 10 months will be required to revise the project design, permits, and mitigation.</p> <p>Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2018.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
14	City of Fresno Fresno County PPNO: 06-6759 Sidewalks on Hughes Avenue from Hedges to Floradora project	\$0 \$0 \$0 \$127 \$127	12 Months 06/30/2017 Support, 12 Months MPO
<p>The City of Fresno (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Sidewalks on Hughes Avenue from Hedges to Floradora project. The City experienced unexpected delays during the project's Right of Way (ROW) phase.</p> <p>The project was unexpectedly delayed when the City discovered one of the parcels it needed to acquire was currently in foreclosure. The City will need 12 months to resolve the foreclosure, acquire the property, and complete the ROW process.</p> <p>Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2017.</p>			
15	County of Fresno Fresno County PPNO: 06-6763 Dunlap – Lighted Crosswalk project	\$0 \$0 \$0 \$130 \$130	6 Months 12/31/2016 Support, 6 Months MPO
<p>The County of Fresno (County) requests a six-month time extension to allocate funding for the construction (CON) phase of the Dunlap – Lighted Crosswalk project. The County experienced unexpected delays during the project's Right of Way (ROW) phase. The PA&ED and ROW phases are being covered by local funds. The PS&E and CON phases are ATP funded.</p> <p>The project is located on multiple Kings Canyon Unified School District parcels. The County has been delayed in obtaining the needed Temporary Construction Permits on these parcels. The County now anticipates needing another six months to complete ROW.</p> <p>Therefore, the County requests a six-month time extension to allocate CON by December 31, 2016.</p>			
16	City of Los Angeles Los Angeles County PPNO: 07-4309 Beverly Boulevard Active Transportation Improvements project	\$0 \$0 \$0 \$992 \$992	12 Months 06/30/2017 Support, 12 Months State
<p>The City of Los Angeles (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Beverly Boulevard Active Transportation Improvements project. The City experienced unexpected delays during the project's eligibility determination process.</p> <p>This project was originally an old proposed Transportation Enhancement (TE) project, which the City submitted for ATP funding. Because the project had originally been developed to be funded through the Transportation Enhancement program, which had different eligibility requirements than the ATP, the project was not properly developed for full ATP eligibility. This problem was discovered when the Department conducted a field review of the project location after it was programmed. In an attempt to get the project to fit into the scope approved by the Commission for ATP funding, the City and Department had many lengthy discussions. This delayed the project by 12 months. The City now anticipates completing NEPA by January 2017 and Right of Way certification by March 2017. The request for CON allocation will be submitted in April for the June 2017 Commission meeting.</p> <p>Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2017.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
17	County of Los Angeles Los Angeles County PPNO: 07-4537 Vermont Avenue Bike Lane, Manchester – El Segundo project	\$0 \$0 \$0 \$676 \$676	8 Months 02/28/2017 Support, 8 Months State
<p>The County of Los Angeles (County) requests an eight-month time extension to allocate funding for the construction (CON) phase of the Vermont Avenue Bike Lane, Manchester – El Segundo project. The County experienced unexpected delays during the project’s Right of Way (ROW) phase.</p> <p>The County originally expected to install the bikeways by restriping travel lanes within the existing ROW. After initial studies, the County noted it needed a long, one-foot wide strip of property owned by the Union Pacific Railroad (UPRR) to meet the minimum width required for bike lanes. Permit approval and ROW issues with the UPRR is a very cumbersome and time consuming process, which almost always results in significant project delays. The County anticipates an eight-month delay to the project with CON allocation by February 2017.</p> <p>Therefore, the County requests an eight-month time extension to allocate CON by February 28, 2017.</p>			
18	County of Los Angeles Los Angeles County PPNO: 07-4538 Florence Metro Blue Line Station Bikeway Access Improvements project	\$0 \$0 \$0 \$1,188 \$1,188	9 Months 03/31/2017 Support, 9 Months State
<p>The County of Los Angeles (County) requests a nine-month time extension to allocate funding for the construction (CON) phase of the Florence Metro Blue Line Station Bikeway Access Improvements project. The County experienced unexpected delays during the project’s Plans, Specifications and Estimate (PS&E) and Right of Way (ROW) phases.</p> <p>The project was delayed during the ROW phase when the County took advantage of an opportunity to have a portion of this project, the Hooper Avenue Bike Route segment, built as a part of an earlier project. Although this was done to accelerate the implementation of some of the proposed improvements, it also delayed the remaining work on the project as the County had to take time to update the final PS&E to reflect the only the remaining work. This delayed the project three months.</p> <p>After researching and surveying the ROW, the County discovered a number of the project’s existing ADA curb ramps were constructed outside of its ROW. Once discovered, the County was required to fix the problem, which will take approximately five additional months to acquire the needed portions of property and one more month to certify ROW.</p> <p>Therefore, the County requests a nine-month time extension to allocate CON by March 31, 2017.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
19	City of Los Angeles Los Angeles County PPNO: 07-4864 Safe Routes to School Infrastructure Improvements for Sheridan Street Elementary School and Breed Street Elementary School project	\$0 \$0 \$0 \$4,074 \$4,074	12 Months 06/30/2017 Support, 12 Months State
<p>The City of Los Angeles (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Safe Routes to School Infrastructure Improvements for Sheridan Street Elementary School and Breed Street Elementary School project. The City experienced unexpected delays during the Project Approval and Environmental Document (PA&ED) phase.</p> <p>This project received an eight-month time extension to the Plans, Specifications and Estimate (PS&E) phase at the June 2015 Commission meeting. The time extension was a result of the City expecting a relatively straightforward Categorical Exclusion (CE) environmental document for NEPA. When the City learned this wouldn't be the case, the City requested a portion of the PS&E funding to be programmed under PA&ED to allow for the development of the NEPA documents. This earlier eight-month delay has had a cascade effect on subsequent phases, including CON.</p> <p>Through further investigation, the City has learned additional environmental studies will need to be performed before NEPA can be completed. The studies include the Air Quality Report for a Conformity Finding (23 USC 326 CEs), Air Quality Report for PM1-/PM2.5 Interagency Consultation, and Section 4(f) Historic Properties and Cultural Studies. The City now anticipates completing PS&E by February 2017 and Right of Way by April 2017. This will allow the City to request CON allocation at the June 2017 Commission meeting.</p> <p>Therefore, the County requests a 12-month time extension to allocate CON by June 30, 2017.</p>			
20	City of Los Angeles Los Angeles County PPNO: 07-4866 Safe Routes to School Infrastructure Improvements for Hollywood and Selma Avenue Elementary School project	\$0 \$0 \$0 \$2,751 \$2,751	6 Months 12/31/2016 Support, 6 Months State
<p>The City of Los Angeles (City) requests a six-month time extension to allocate funding for the construction (CON) phase of the Safe Routes to School Infrastructure Improvements for Hollywood and Selma Avenue Elementary School project. The City experienced unexpected delays during the project's Right of Way (ROW) phase.</p> <p>During ROW, the City determined the project needed to obtain a Right of Entry permit from five property owners in order to implement the proposed improvements. The City secured three Right of Entry permits and is making progress to obtain the remaining two. The City feels confident it can secure the final two Right of Entry permits within three months. Once all the permits have been executed, the City anticipates receiving Department approval of the ROW certification within a month. Two months are then needed to receive CON allocation at the December 2016 Commission meeting.</p> <p>Therefore, the City requests a six-month time extension to allocate CON by December 31, 2016.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
21	City of Los Angeles Los Angeles County PPNO: 07-4867 Safe Routes to School Infrastructure Improvements for Menlo Avenue and West Vernon Elementary School project	\$0 \$0 \$0 \$3,794 \$3,794	6 Months 12/31/2016 Support, 6 Months State
<p>The City of Los Angeles (City) requests a six-month time extension to allocate funding for the construction (CON) phase of the Safe Routes to School Infrastructure Improvements for Menlo Avenue and West Vernon Elementary School project. The City experienced unexpected delays during the project's Right of Way (ROW) phase.</p> <p>During ROW, the City determined the project needed to obtain a Right of Entry permit from five property owners in order to implement the proposed improvements. The City has not yet secured any of the Right of Entry permits but is making progress towards acquisition. The City feels confident it can secure all Right of Entry permits within three months. Once all the permits have been executed, the City anticipates receiving Department approval of the ROW certification within a month. Two months are then needed to receive CON allocation at the December 2016 Commission meeting.</p> <p>Therefore, the City requests a six-month time extension to allocate CON by December 31, 2016.</p>			
22	City of Los Angeles Los Angeles County PPNO: 07-4871 Safe Routes to School Infrastructure Improvements for Delores Huerta, 28th Street, and Quincy Jones Elementary School project	\$0 \$0 \$0 \$1,966 \$1,966	6 Months 12/31/2016 Support, 6 Months State
<p>The City of Los Angeles (City) requests a six-month time extension to allocate funding for the construction (CON) phase of the Hollywood Western Pedestrian Improvements project. The City experienced unexpected delays during the project's Right of Way (ROW) phase.</p> <p>During ROW, the City determined the project needed to obtain a Right of Entry permit from three property owners in order to implement the proposed improvements. The City subsequently was able to redesign the project improvements at one of the locations, reducing the number of needed Right of Entries to two. The City has secured one Right of Entry permit and is making progress to obtain the one Right of Entry permit remaining. The City feels confident it can secure the final Right of Entry permit within three months. Once all the permits have been executed, the City anticipates receiving Department approval of the ROW certification within a month. Two months are then needed to receive CON allocation at the December 2016 Commission meeting.</p> <p>Therefore, the City requests a six-month time extension to allocate CON by December 31, 2016.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
23	City of Los Angeles Los Angeles County PPNO: 07-4872 Safe Routes to School Infrastructure Improvements for Delores Huerta, 28 th Street, and Quincy Jones Elementary School project	\$0 \$0 \$0 \$3,434 \$3,434	12 Months 12/31/2016 Support, 6 Months State
<p>The City of Los Angeles (City) initially requested a 12-month time extension. After working with the Department, the City now requests a six-month time extension to allocate funding for the construction (CON) phase of the Safe Routes to School Infrastructure Improvements for Delores Huerta, 28th Street, and Quincy Jones Elementary School project. The City experienced unexpected delays during the Right of Way (ROW) phase.</p> <p>During ROW, the City determined the project needed to obtain a Right of Entry permit from eight property owners in order to implement the proposed improvements. The City has secured four Right of Entry permits and is making progress to obtain the remaining four. The City feels confident it can secure the final four Right of Entry permits within three months. Once all the permits have been executed, the City anticipates receiving Department approval of the ROW certification within a month. Two months are then needed to receive CON allocation at the December 2016 Commission meeting.</p> <p>Therefore, the City is willing to reduce their request to a six-month time extension to allocate CON by December 31, 2016.</p>			
24	City of Los Angeles Los Angeles County PPNO: 07-4873 Little Tokyo Pedestrian Safety Project	\$0 \$0 \$0 \$2,653 \$2,653	12 Months 06/30/2017 Support, 12 Months State
<p>The City of Los Angeles (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Little Tokyo Pedestrian Safety Project. The City experienced unexpected delays during the Project Approval and Environmental Document (PA&ED) phase.</p> <p>The City expected a Categorical Exclusion determination for NEPA without technical studies, but this turned out to not be the case. Thus, this project received an eight-month time extension to the Plans, Specifications, and Estimate (PS&E) phase at the June 2015 Commission meeting. Subsequently, the required Section 4(f) Historic Properties Report and Cultural Resources Studies delayed the project long enough to miss the new February 2016 PS&E deadline, and the funds lapsed. Since then, the City has continued working on the PS&E phase using their local funds. The City anticipates completing PS&E with their local funds in February 2017 and Right of Way certification by April 2017. This will allow for submittal of the CON allocation request in May 2017 for inclusion in the June 2017 Commission meeting.</p> <p>Therefore, the City requests a 12-month time extension to the CON phase of this project to June 30, 2017.</p>			
25	City of Lancaster Los Angeles County PPNO: 07-4881 5 th Street East Corridor Improvements project	\$0 \$0 \$0 \$1,353 \$1,353	7 Months 01/31/2017 Support, 7 Months MPO
<p>The City of Lancaster (City) requests a seven-month time extension to allocate funding for the construction (CON) phase of the 5th Street East Corridor Improvements project. The City experienced unexpected delays during the project's Plans, Specifications and Estimate (PS&E) phase.</p> <p>The City received allocation of PS&E funds in January 2015. The City intended to perform design in-house, but after careful consideration, the City decided instead to hire a consultant to perform the work. Since the project was still in the predesign stage, the City had not anticipated hiring a consultant to cause any project delays. However, after widely advertising for a consultant, the City only received one response from a high-cost consultant. This required additional time during the bid analysis to assure there were no bidding irregularities and to negotiate a reasonable price for the consultant work. This resulted in a seven-month delay to the project.</p> <p>Therefore, the City requests a seven-month time extension to allocate CON by January 31, 2017.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
26	City of Glendale Los Angeles County PPNO: 07-4907 Safe Routes to School Improvements project	\$0 \$0 \$0 \$1,516 \$1,516	12 Months 06/30/2017 Support, 12 Months State
<p>The City of Glendale (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Safe Routes to School Improvements project. The City experienced unexpected delays during the project's Plans, Specifications and Estimate (PS&E) phase.</p> <p>The project was unexpectedly delayed when the Public Works Department (PWD) found the time and location planned for construction of this project, directly conflicted with a Water Department (WD) project also being developed. There is not enough room available to build both projects concurrently and not enough time within the allowable CON window for both projects to be constructed in the same year. Thus, the projects had to be sequenced. Because the WD project consists primarily of underground improvements, and this project consists mainly of above ground improvements, the City will build the WD project in the Summer of 2017. This project will then be constructed in 2018. Sequencing the projects will allow the City to construct the underground improvements without having to remove and replace any of the above ground improvements, resulting in a cost savings and minimizing the impacts to school operations. Sequencing the projects will result in a 12-month delay.</p> <p>Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2017.</p>			
27	County of Los Angeles Los Angeles County PPNO: 07-4914B East Los Angeles Community Safe Routes to School Program	\$0 \$0 \$0 \$160 \$160	6 Months 12/31/2016 Support, 6 Months State
<p>The County of Los Angeles (County) requests a six-month time extension to allocate funding for the non-infrastructure construction (CON) phase of the East Los Angeles Community Safe Routes to School Program. The County experienced unexpected delays during the Project Approval and Environmental Document (PA&ED) phase. This project is split into two components, an infrastructure component (PPNO 07-4914A) and a non-infrastructure component (PPNO 07-4914B).</p> <p>The vendor procurement process for the non-infrastructure portion of this project was more complicated than anticipated at the time the project schedule was originally developed. As a result, the County now expects the panel selection and award for the non-infrastructure portion of the project to take an additional six months. The County has recently experienced an increasing number of award challenges on similar vendor contracts, which have resulted in additional project delays.</p> <p>A delay to this project will have a cascade effect on the infrastructure component (PPNO 07-4914A) of the project. Timing between the infrastructure component and non-infrastructure component, for this project is important. The non-infrastructure component of this project must begin before the infrastructure component. The non-infrastructure scope of work is to take inventory of the existing project site conditions before the improvements in the infrastructure component of the project are installed.</p> <p>Therefore, the County requests a six-month time extension to allocate CON by December 31, 2016.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
28	County of Los Angeles Los Angeles County PPNO: 07-4914A East Los Angeles Community Safe Routes to School Program	\$0 \$0 \$0 \$550 \$550	6 Months 12/31/2016 Support, 6 Months State
<p>The County of Los Angeles (County) requests a six-month time extension to allocate funding for the infrastructure construction (CON) phase of the East Los Angeles Community Safe Routes to School Program. This project is split into two components, an infrastructure component (PPNO 07-4914A) and a non-infrastructure component (07-4914B). The County experienced unexpected delays during the non-infrastructure component's (07-4914B) Project Approval and Environmental Document (PA&ED) phase. These delays directly impacted this project.</p> <p>Timing between the infrastructure component and non-infrastructure component, for this project is important. The non-infrastructure scope of work is to take inventory of the existing project site conditions before the improvements in the infrastructure component of the project are installed. For this reason, the delay to the non-infrastructure project is delaying this infrastructure project (PPNO 07-4914A).</p> <p>The associated non-infrastructure project is being delayed due to the vendor procurement process being more complicated than anticipated. The CON phase of this project cannot begin until the associated non-infrastructure project (PPNO 07-4914B) takes inventory of the project's pre-construction site conditions. Only after the project site conditions have been properly documented, can this project begin CON. Because of this requirement, a delay to the non-infrastructure project translates directly to a delay on this project. The six-month delay to the non-infrastructure project has resulted in a six-month delay to this project.</p> <p>Therefore, the County requests a six-month time extension to allocate CON by December 31, 2016.</p>			
29	City of Carson Los Angeles County PPNO: 07-4934 City of Carson Active Transportation Project	\$0 \$0 \$0 \$1,436 \$1,436	12 Months 12/31/2016 Support, 6 Months State
<p>The City of Carson (City) originally requested a 12-month time extension. After working with the Department, the City now requests a six-month time extension to allocate funding for the construction (CON) phase of the City of Carson Active Transportation Project. The City experienced unexpected delays during the Project Approval and Environmental Document (PA&ED) phase.</p> <p>The City expected and based their project schedule on the funds receiving allocation in July 2015. However, the allocation was approved in December 2015. This six-month delay has had a cascade effect on the CON phase. Adding to the delay, the City also underestimated the complexity of completing the project's final design when they prepared the original project schedule. With a much better understanding now of what is required for the final design, the City anticipates completing the Plans, Specifications, and Estimate (PS&E) phase by August 2016 and submitting the CON allocation in September 2016 for allocation in the October 2016 Commission meeting. The City anticipates the possibility of the PS&E allocation request package not being submitted in time to be listed in the October 2016 Commission. Therefore, they are requesting the time extension be to the December 2016 Commission meeting, which is the next meeting following the October 2016 Commission meeting.</p> <p>Therefore, the City is willing to reduce their request to a six-month time extension to allocate CON by December 31, 2016.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
30	City of Norwalk Los Angeles County PPNO: 07-4935 Foster Road Side Panel Safe Routes to School Improvement project	\$0 \$0 \$0 \$2,108 \$2,108	12 Months 02/28/2017 Support, 8 Months MPO
<p>The City of Norwalk (City) originally requested a 12-month time extension. After working with the Department, the City reduced their request to an eight-month time extension to allocate funding for the construction (CON) phase of the Foster Road Side Panel Safe Routes to School Improvement project. The City experienced unexpected delays during the Project Approval and Environmental Document (PA&ED) phase.</p> <p>The project was delayed due to a change in the preliminary design to accommodate an on-street bike lane (Class II). This required an analysis of the existing street to determine the impact to traffic. As a result, a traffic signal warrant was conducted at the intersection of Foster Road and Jersey Avenue. Through the warrant analysis, it was determined a traffic signal was required, which caused a reconfiguration of the design. As a result of the change, the City had to withdraw the original environmental document from Caltrans review, revise the document to include the traffic signal and then resubmit it for Caltrans review. The Environmental Document, submitted March 2016, is currently under Caltrans review. Since the City does not yet have the environmental approval, the City's Consultant cannot move into final design and the completion of the Right of Way (ROW) certification. The City anticipates both completion of Plans, Specifications, and Estimate and ROW certification by January 2017. CON allocation is then anticipated to occur February 2017.</p> <p>Therefore, the City is willing to reduce their request to an eight-month time extension to the CON phase of this project to February 28, 2017.</p>			
31	County of Los Angeles Los Angeles County PPNO: 07-4960 Florence – Firestone Community Safe Routes to School Program	\$0 \$0 \$0 \$105 \$105	6 Months 12/31/2016 Support, 6 Months State
<p>The County of Los Angeles (County) requests a six-month time extension to allocate funding for the non-infrastructure (PPNO 07-4960) construction (CON) phase of the Florence – Firestone Community Safe Routes to School Program. The County has experienced delays during the CON phase.</p> <p>The County was delayed when the preparation of the Request For Statement of Qualifications (RFSQ) took longer than expected. This was the first time the County staff had to prepare such a request. The County conducted the evaluation, and selected a vendor for bicycle and pedestrian related education and encouragement services. Due to the project's unusual nature and broad scope, the County needed to conduct lengthy research on similar existing efforts and obtain input from bicycling and walking advocates. The RFSQ covered many topics, including conducting k-12 student and adult education, organizing Walk and Bike to School days and community outreach. A RFSQ was prepared in place of a Request For Proposal so the County would be able to choose vendors from the panel selected in this RFSQ, thus reducing the vendor procurement period on future local and state funded projects. After selection of the vendors, the contract will need to be approved by the Board of Supervisors, resulting in a three-month delay. After the approval, the contracts will need to be executed before task orders are provided, resulting in another two-month delay.</p> <p>Timing of this project, with regard to the related infrastructure project (PPNO 07-4959), is important. Any delay to this project will have a cascade effect on the infrastructure component of the project. The non-infrastructure component of this project must begin before the infrastructure component. The non-infrastructure work needs to take inventory of the existing project site conditions before the improvements in the infrastructure component of the project are implemented.</p> <p>Therefore, the County requests a six-month time extension to allocate CON by December 31, 2016.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
32	County of Los Angeles Los Angeles County PPNO: 07-4959 Florence – Firestone Community Safe Routes to School Program	\$0 \$0 \$0 \$745 \$745	6 Months 12/31/2016 Support, 6 Months State
<p>The County of Los Angeles (County) requests a six-month time extension to allocate funding for the infrastructure (PPNO 07-4959) construction (CON) phase of the Florence – Firestone Community Safe Routes to School Program. The County has experienced delays during the Project Approval and Environmental Document phase from the non-infrastructure component of this project (PPNO 07-4960).</p> <p>Timing of these two projects, in relation to one another, is important. The non-infrastructure project work (PPNO 07-4960) needs to take inventory of the existing project site conditions before the improvements in the infrastructure project (PPNO 07-4959) components are implemented. Because the non-infrastructure project is delayed six-months, this has had a cascade effect on the infrastructure project. As a result, this project will need six more months to allocate CON.</p> <p>Therefore, the County requests a six-month time extension to allocate CON by December 31, 2016.</p>			
33	City of Los Angeles Los Angeles County PPNO: 07-5042 Los Angeles River Bike Path, Headwaters, and Owensmouth – Mason project	\$0 \$0 \$0 \$5,432 \$5,432	20 Months 02/28/2018 Support, 20 Months MPO
<p>The City of Los Angeles (City) requests a 20-month time extension to allocate funding for the construction (CON) phase of the Los Angeles River Bike Path, Headwaters, and Owensmouth – Mason project. The City experienced unexpected delays during the Project Approval and Environmental Document and Right of Way (ROW) phases.</p> <p>The project was delayed when the City learned the permits needed from the Los Angeles County (County) and the U.S. Army Corps of Engineers (USACE) required the City to complete a 2-D Hydraulic Analysis. This was unexpected by the City because this analysis had not been required on similar City projects requiring the same types of permits from these two agencies. The 2-D model took the City an extra six months to construct and analyze.</p> <p>The project was further delayed when both the County and the USACE informed the City the amount of time required to review the project design and issue the project a permit would collectively require 18 months. Individually, the County claimed to require nine months for their review, while the USACE claimed they required 12 to 18 months for their review. The reason both agencies gave for their long review times were inadequate staffing levels and an already large backlog of submittals. The City now anticipates ROW certification by January 2018 and CON allocation by February 2018.</p> <p>Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2018.</p>			
34	City of Baldwin Park Los Angeles County PPNO: 07-5186 Maine Avenue Corridor Complete Streets Improvements project	\$0 \$0 \$0 \$2,201 \$2,201	12 Months 06/30/2017 Support, 7 Months MPO
<p>The City of Baldwin Park (City) originally requested a 12-month time extension. After working with the Department, the City now requests a seven-month time extension to allocate funding for the construction (CON) phase of the Maine Avenue Corridor Complete Streets Improvements project.</p> <p>The City experienced unexpected delays during the project’s Environmental Studies and Permits (PA&ED) phase. The City lost their consultant and funding during PA&ED. They hired and secured staff to complete the PA&ED phase and secure the additional funding needed. This resulted in delay of 12 months. The City anticipates CON allocation by January 2017.</p> <p>Therefore, the City is willing to reduce their request to a seven-month time extension to allocate CON by January 31, 2017.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
35	City of Los Angeles Los Angeles County PPNO: 07-5190 San Fernando Road Bike Path - Phase 3 project	\$0 \$0 \$0 \$21,195 \$21,195	20 Months 02/28/2018 Support, 20 Months MPO
<p>The City of Los Angeles (County) requests a 20-month time extension to allocate funding for the construction (CON) phase of the San Fernando Road Bike Path - Phase 3 project. The City experienced unexpected delays during the project's Plans, Specifications and Estimate (PS&E) phase.</p> <p>The project encountered an unexpected delay when the Southern California Regional Rail Authority (SCRRA)/Metrolink informed the City, at 90 percent design completion, design modifications and additional unscoped work would be required before SCRRA/Metrolink would issue the City a permit for the project. The project requires the City to construct improvements within the SCRRA/Metrolink Right of Way (ROW). The additional work SCRRA/Metrolink is requesting consists of realignment of the Arvilla Avenue and San Fernando Road Intersection to meet SCRRA/Metrolink's current truck turn movement standards, which is greater than the City's current truck turn movement standards. This also includes changes to all the associated signal modifications. As a result, the City now expects ROW certification by December 2017 and CON allocation by February 2018.</p> <p>Therefore, the County requests a 20-month time extension to allocate CON by February 28, 2018.</p>			
36	County of Los Angeles Los Angeles County PPNO: 07-5195 Eastside Light Rail Bike Interface Project	\$0 \$0 \$0 \$1,305 \$1,305	9 Months 03/31/2017 Support, 9 Months State
<p>The County of Los Angeles (County) requests a nine-month time extension to allocate funding for the construction (CON) phase of the Eastside Light Rail Bike Interface Project. The County experienced unexpected delays during the Project Approval and Environmental Document (PA&ED) phase.</p> <p>During PA&ED, the County conducted the required traffic analysis to ascertain the impacts of the proposed road diet elements this project would have on the Level of Service (LOS). The County found if the proposed elements were constructed along the Arizona-Mednik corridor, between Civic Center Way and Telegraph Road, the LOS in this location would decrease to an "E," which is defined as unstable traffic flow and the transportation facility operating at its maximum capacity. Subsequently, this would trigger the requirement for the County to complete an Environmental Impact Report (EIR), delaying the project significantly and increasing project costs. To avoid this scenario, the County decided to reevaluate the proposed geometrics of the project. The County found if they deleted a portion of the proposed road diet along the Arizona-Mednik corridor, the LOS would not decrease, and the County would not be required to complete an EIR. In addition to eliminating a portion of the road diet, the County added a new traffic signal intended to improve pedestrian safety. The development of a refined and improved project alignment and changes in design caused a nine-month delay to the project.</p> <p>Therefore, the County requests a nine-month time extension to allocate CON by March 31, 2017.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
37	City of Los Angeles Los Angeles County PPNO: 07-5197 Caesar E. Chavez Connections project	\$0 \$0 \$0 \$1,565 \$1,565	12 Months 06/30/2017 Support, 12 Months State
<p>The City of Los Angeles (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Caesar E. Chavez Connections project. The City experienced unexpected delays during the Project Approval and Environmental Document phase. The other phases of this project are funded by local sources.</p> <p>This project began as a Congestion Mitigation and Air Quality Improvement Program project, later becoming an ATP project when it was awarded ATP funds. Although the City had experience working within Historic Districts, they thought the project could be designed to avoid significant impacts requiring additional environmental studies. This was not the case, and the project was required to complete both a Section 106 study and a 4(f) study for the NEPA document. This will delay the completion of NEPA, in turn delaying the Right of Way certification. The City now expects to receive the Right of Way certification in March 2017. The request for CON allocation will then be submitted in April 2017 for allocation in the May 2017 Commission meeting.</p> <p>Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2017.</p>			
38	County of Los Angeles Los Angeles County PPNO: 07-5200 Quarry Clasp Peck Road to Peck Park Bikeway project	\$0 \$0 \$0 \$1,546 \$1,546	12 Months 06/30/2017 Support, 12 Months State
<p>The County of Los Angeles (County) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Quarry Clasp Peck Road to Peck Park Bikeway project. The County experienced unexpected delays during the Project Approval and Environmental Document (PA&ED) phase.</p> <p>The project was delayed when the County learned the project location was inhabited by Least Bell's Vireos, a federally-listed endangered bird. This required a Natural Environment Study, Biological Assessment and consultation with the U.S. Fish and Wildlife Service. Caltrans, the NEPA lead agency, has not yet made a NEPA determination, as the investigation continues. The project also likely impacts oak trees, requiring mitigation (e.g. oak tree permits). The County anticipates NEPA clearance by March 2017, Right of Way certification by April 2017 and CON allocation by June 2017.</p> <p>Therefore, the County requests a 12-month time extension to allocate CON by June 30, 2017.</p>			
39	City of Ontario San Bernardino County PPNO: 08-1156 Safe Routes to School Active Transportation at Four Elementary Schools project	\$0 \$0 \$0 \$1,014 \$1,014	9 Months 03/31/2017 Support, 9 Months State
<p>The City of Ontario (City) requests a nine-month time extension to allocate funding for the construction (CON) phase of the Safe Routes to School Active Transportation at Four Elementary Schools project. The City experienced unexpected delays during the projects Right of Way (ROW) phase.</p> <p>In the June 2015 Commission meeting, this project received a two-month time extension because the City did not understand they could allocate the ROW phase alongside the PS&E allocation. The ROW funds allocation request was submitted in August 2015 and allocated at the end of October 2015. This short delay and the City's relative inexperience with transportation funding has had a cascade effect on the City's ability to meet the CON allocation deadline. Currently, the PS&E and ROW phases are now scheduled to be completed in November 2016. The request for CON allocation will be submitted in December 2016 for allocation in the March 2017 meeting. Thus, the City is requesting a nine-month extension to allocate CON.</p> <p>Therefore, the City requests a nine-month time extension to allocate CON by March 31, 2017.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
40	City of Victorville San Bernardino County PPNO: 08-1158 Safe Routes to School - Live Oak City of Victorville - Interagency Safe Routes to School Projects	\$0 \$0 \$0 \$3,592 \$3,592	20 Months 02/28/2018 Support, 20 Months MPO
<p>The City of Victorville (City) requests a 20-month time extension to allocate funding for the construction (CON) phase of the Safe Routes to School - Live Oak City of Victorville - Interagency Safe Routes to School Projects. The time extension is needed because the City experienced unexpected delays during the project's Project Approval and Environmental Document (PA&ED) phase.</p> <p>This project was delayed in the environmental process, taking more time than originally anticipated. The PA&ED phase was originally scheduled to start in December 2014, which was not realistic for ATP Cycle 1. The notice of award from SCAG for the ATP funds occurred in November 2014. The City then waited over three months to submit the PA&ED allocation request, waiting until the Federal Project Number (FPN) was issued in February 2015. The submittal deadline for the March 2015 Commission meeting had been missed and there was no April 2015 Commission meeting. The allocation was requested and made in the May 2015 Commission meeting.</p> <p>In November 2015, five months after the Commission allocation, the City submitted their draft Preliminary Environmental Study (PES) to the Department to initiate the environmental work. The Department reviewed and approved the PES in March 2016. Since then the City has been working on the environmental technical studies, which are the Draft Hazmat Phase I Initial Site Assessment and the Natural Environmental Study-Minimal Impacts study. The City anticipates NEPA approval in October 2016, Right of Way certification by June 2017, and Plans, Specifications, and Estimate completion by July 2017. Construction allocation is expected December 2017.</p> <p>Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2018.</p>			
41	City of Riverside Riverside County PPNO: 08-1185 Iowa Avenue and Martin Luther King Boulevard Bicycle Improvements	\$0 \$0 \$0 \$268 \$268	12 Months 05/31/2017 Support, 11 Months MPO
<p>The City of Riverside (City) originally requested a 12-month time extension. After working with the Department, the City now requests an 11-month time extension to allocate construction (CON) funds for the Iowa Avenue and Martin Luther King Boulevard Bicycle Improvements project. The City experienced unexpected delays during the project's Plans, Specifications and Estimate and Right of Way (ROW) phases.</p> <p>In proposing a project alignment that would intersect a number of the University of California Riverside's (UCR's) Citrus Testing sites, the City found the impacts would require additional mitigation. Thus, to minimize these impacts and keep the project within budget, the City performed additional survey and design work. The City has since completed the survey and modified the trail alignment. Approaching UCR with this information, the City expects comments back from UCR by July 2016. Then by October 2016, the City expects to have the 60 percent plans completed and ready for UCR review and comment. By January 2017, the City expects to have 95 percent plans prepared and will initiate preparation of easement description & ROW certification. The ROW Certificate is expected to be completed by March 2017. The City plans to prepare and submit the CON allocation request in April 2017 for the May 2017 Commission meeting.</p> <p>Therefore, the City is willing to reduce their request to an 11-month time extension to allocate CON by May 31, 2017.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
42	City of Riverside Riverside County PPNO: 08-1186 Downtown and Adjoining Areas Bicycle and Pedestrian Improvement project	\$0 \$0 \$0 \$877 \$877	12 Months 03/31/2017 Support, 9 Months State
<p>The City of Riverside (City) originally requested a 12-month time extension. After working with the Department, the City now requests a nine-month time extension to allocate funding for the construction (CON) phase of the Downtown and Adjoining Areas Bicycle and Pedestrian Improvement project. The City experienced unexpected delays during the project's Plans, Specifications and Estimate (PS&E) phase.</p> <p>The project was delayed when residents raised concerns about the project's potential impacts on existing traffic and transit conditions. As a result, the City planned and conducted additional outreach to gain the support of the community. This included community engagement for the proposed Redwood Traffic Circles. The City also held additional field and office meetings with Riverside County Transportation Commission (RCTC) to discuss any project impacts to the Metrolink system. The project is at 60 percent design. In October 2016, the City will meet and review final comments from the RCTC. These comments will be incorporated into the plans by October 2016. PS&E is expected to be completed in November 2016 and Right of Way is expected to be completed by January 2017. The City will submit its request for CON allocation in February 2017 for action in the March 2017 Commission meeting.</p> <p>Therefore, the City is willing to reduce their request to a nine-month time extension to allocate CON by March 31, 2017.</p>			
43	City of Yucaipa San Bernardino County PPNO: 08-1206 Safe Routes to Calimesa and Wildwood Elementary Schools Project	\$0 \$0 \$0 \$872 \$872	12 Months 03/31/2017 Support, 9 Months State
<p>The City of Yucaipa (City) originally requested a 12-month time extension. After working with the Department, the City now requests a nine-month time extension to allocate construction (CON) funds for the Safe Routes to Calimesa and Wildwood Elementary Schools Project. The City experienced unexpected delays during the project's Plans, Specifications, and Estimate (PS&E) phase.</p> <p>All phases on this project, except CON, are being funded by local sources. The CON phase is being funded with ATP funds, which were awarded in 2014. In 2015, the City initiated an update of its General Plan (GP) as required by State law. The update triggered a change in the classifications of some of the streets, which was not expected. The GP update and associated environmental document was completed in April 2016. The change in street classification triggered different design standards causing the delay of the PS&E phase of the project. The PS&E package will be completed by October 2016. The Right-of-Way certification will be completed by December 2016. The request for CON allocation will be submitted in January 2017, for allocation in the February 2017 Commission meeting.</p> <p>Therefore, the City is willing to reduce their request to a nine-month time extension to allocate CON by March 31, 2017.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
44	City of Merced Merced County PPNO: 10-3126 State Highway 59 Multi – Use Pathway BNSF Crossing project	\$0 \$106 \$0 \$0 \$106	7 Months 01/31/2017 Support, 7 Months SU&R
<p>The City of Merced (City) requests a seven-month time extension to allocate funding for the Plans, Specifications and Estimate (PS&E) phase of the State Highway 59 Multi – Use Pathway BNSF Crossing project. The City experienced unexpected delays during the Project Approval and Environmental Document (PA&ED) phase. This project is also requesting a time extension for the construction phase.</p> <p>The project was unexpectedly delayed when the City determined the environmental document would be more cumbersome and time consuming than originally expected. Specifically, the Air Quality, Biology and Cultural studies took longer than anticipated to complete. As a result, NEPA is anticipated to be completed in October 2016. This equates to a seven-month delay.</p> <p>Therefore, the City requests a seven-month time extension to allocate PS&E by January 31, 2017.</p>			
45	City of Merced Merced County PPNO: 10-3126 State Highway 59 Multi – Use Pathway BNSF Crossing project	\$0 \$0 \$0 \$834 \$834	18 Months 12/31/2017 Support, 18 Months SU&R
<p>The City of Merced (City) requests an 18-month time extension to allocate funding for the construction (CON) phase of the State Highway 59 Multi – Use Pathway BNSF Crossing project. The City experienced unexpected delays during the Project Approval and Environmental Document (PA&ED) phase. This project is also requesting a time extension for the Plans, Specifications and Estimate phase.</p> <p>The project was unexpectedly delayed when the City determined the environmental document to be more cumbersome and time consuming than it originally expected. Specifically, the Air Quality, Biology and Cultural studies took longer than anticipated to complete. As a result, NEPA is anticipated to be completed in October 2016. This equates to a four-month delay. The project will be further delayed as the City seeks a permit from the Burlington Northern and Santa Fe Railroad (BNSF) to allow the City to encroach on the BNSF Right of Way. BNSF has been extraordinarily slow in their response and processing permitting of City projects such as this one. Based on past City experience with the BNSF permitting process, the City anticipates an 18-month delay.</p> <p>Therefore, the City requests an 18-month time extension to allocate CON by December 31, 2017.</p>			
46	City of Ripon San Joaquin County PPNO: 10-3186 River Road Sidewalk and Intersection project	\$0 \$0 \$0 \$475 \$475	6 Months 12/31/2016 Support, 6 Months MPO
<p>The City of Ripon (City) requests a six-month time extension to allocate funding for the construction (CON) phase of the River Road Sidewalk and Intersection project. The City experienced unexpected delays during the project's Plans, Specifications and Estimate phase.</p> <p>To minimize project costs, the project will be constructed under a single CON contract with a larger corridor project. This project encountered an unexpected delay when the City discovered the San Joaquin Council of Governments Regional Transportation Plan (RTP) for the larger corridor project was not properly described in the larger project. To move forward, the City must first amend the larger Regional Surface Transportation Program (RSTP) component into both their RTP and the Federal Transportation Improvement Program. Working within the constraints of the formal RSTP amendment process, the City anticipates these updates to be approved by December 2016. Once approved, the City will be able to submit their request for CON allocation.</p> <p>Therefore, the City requests a six-month time extension to allocate CON by December 31, 2016.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
47	City of El Centro Imperial County PPNO: 11-0599 Pedestrian and Bicyclist Improvements project	\$0 \$0 \$0 \$738 \$738	4 Months 10/31/2016 Support, 4 Months MPO
<p>The City of El Centro (City) requests a four-month time extension to allocate funding for the construction (CON) phase of the Pedestrian and Bicyclist Improvements project. The City experienced unexpected delays during the project's Plans, Specifications and Estimate phase.</p> <p>The design of the traffic calming bulb-outs was more complex than originally anticipated. The City encountered unanticipated drainage and traffic issues during the original project schedule. To address these issues and allow City staff adequate time to review work submitted by their design consultant, the City will require an additional four months.</p> <p>Therefore, the City requests a four-month time extension to allocate CON by October 31, 2016.</p>			
48	National City San Diego County PPNO: 11-1140 El Toyon Las Palmas Bicycle Corridor project	\$0 \$250 \$0 \$0 \$250	12 Months 06/30/2017 Support, 12 Months State
<p>National City (City) requests a 12-month time extension to allocate funding for the Plans, Specifications and Estimate (PS&E) phase of the El Toyon Las Palmas Bicycle Corridor project. The City experienced unexpected delays during the Project Approval and Environmental Document (PA&ED) phase. This project is also requesting a time extension for the Right of Way phase.</p> <p>The City encountered an unexpected delay when they had to reconcile multiple transportation plans from several agencies to determine the final bike route to design and build. This coordination effort included the San Diego Association of Governments (SANDAG) Master Bike Plan, the San Diego Unified Port District Bay-Shore Bikeway, the Caltrans I-805 Corridor Master Plan and the City's proposed El Toyon-Las Palmas Bicycle Corridor. The coordination effort delayed the project six months. The alternative alignment developed from this effort directly impacts an existing bike walkway in a parkway green site. The City is anticipating this triggering additional studies for the NEPA document, which will require another six months to complete. NEPA is expected to be completed by June 2017, allowing for PS&E allocation that same month.</p> <p>Therefore, the City requests a 12-month time extension to allocate PS&E by June 30, 2017.</p>			
49	National City San Diego County PPNO: 11-1140 El Toyon Las Palmas Bicycle Corridor project	\$0 \$0 \$75 \$0 \$75	12 Months 06/30/2017 Support, 12 Months State
<p>National City (City) requests a 12-month time extension to allocate funding for the Right of Way phase of the El Toyon Las Palmas Bicycle Corridor project. The City experienced unexpected delays during the Project Approval and Environmental Document phase. This project is also requesting a time extension for the Plans, Specifications and Estimate (PS&E) phase.</p> <p>The City encountered an unexpected delay when they had to reconcile multiple transportation plans from several agencies to determine the final bike route to design and build. This coordination effort included the San Diego Association of Governments (SANDAG) Master Bike Plan, the San Diego Unified Port District Bay-Shore Bikeway, the Caltrans I-805 Corridor Master Plan and the City's proposed El Toyon-Las Palmas Bicycle Corridor. The coordination effort delayed the project six months. The alternative alignment developed from this effort directly impacts an existing bike walkway in a parkway green site. The City is anticipating this triggering additional studies for the NEPA document, which will require another six months to complete. NEPA is expected to be completed by June 2017, allowing for ROW allocation that same month.</p> <p>Therefore, the City requests a 12-month time extension to allocate ROW by June 30, 2017.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
50	National City San Diego County PPNO: 11-1156 National City 18 th Street Bicycle and Pedestrian Enhancements project	\$0 \$0 \$0 \$975 \$975	6 Months 10/31/2016 Support, 4 Months State
<p>National City (City) originally requested a six-month time extension. After working with the Department, the City now requests a four-month time extension to allocate funding for the construction (CON) phase of the National City 18th Street Bicycle and Pedestrian Enhancements project. The City experienced unexpected delays during the project's Plans, Specifications and Estimate (PS&E) phase.</p> <p>The City has worked closely with their design team to avoid complex Right of Way (ROW) acquisition and construction easement. Many different design configurations had to be considered, which took more time to evaluate and narrow down to a final design configuration than the City had anticipated. The City completed PS&E in February 2016, and received allocation for ROW at the May 2016 Commission meeting. ROW is expected to be completed by August 2016. CON allocation is then expected to take place by October 2016.</p> <p>Therefore, the City is willing to reduce their request to a four-month time extension to allocate CON by October 31, 2016.</p>			
51	City of San Diego San Diego County PPNO: 11-1178 Chollas Creek – Bayshore Bikeway Final Design project	\$0 \$0 \$20 \$0 \$20	3 Months 09/30/2016 Support, 3 Months State
<p>The City of San Diego (City) requests a three-month time extension to allocate funding for the Right of Way (ROW) phase of the Chollas Creek – Bayshore Bikeway Final Design project. The City experienced unexpected delays during the Project Assessment and Environmental Document phase.</p> <p>The City experienced an unanticipated delay when they discovered the project is located near an old Native American village site, which is adjacent to the waterway. This triggered the need for additional cultural, archaeological and biological studies. These additional studies delayed the environmental document and subsequent phases of work by three months. As a result of receiving CEQA at the end of March 2016, the City may now request ROW allocation at the August Commission meeting.</p> <p>Therefore, the City requests a three-month time extension to allocate ROW by September 30, 2016.</p>			
52	City of San Diego San Diego County PPNO: 11-1178 Chollas Creek – Bayshore Bikeway Final Design project	\$0 \$0 \$0 \$20 \$20	3 Months 06/30/2017 Support, 12 Months State
<p>The City of San Diego (City) originally requested a three-month time extension. After working with the Department, the City now requests a 12-month time extension to allocate funding for the construction (CON) phase of the Chollas Creek – Bayshore Bikeway Final Design project. The City experienced unexpected delays during the Project Assessment and Environmental Document phase. The City is also requesting a concurrent time extension for the Right of Way (ROW) phase.</p> <p>The City had an unanticipated delay when they discovered an old Native American village site located near the project. This triggered the need for additional cultural, archaeological and biological studies for the environmental document (NEPA). These additional studies caused a three-month delay to the allocation request and ROW. The Department recommended a longer time extension for the City based on the nature of the environmental delay and the type of studies needed. The Department believes a three-month time extension is not a reasonable time frame to complete the extra amount of work required and recommends an additional nine months be granted for the project to finish the Plans, Specifications, and Estimate and ROW. The City will need a total of 12-months before they are able to request allocation of CON.</p> <p>Therefore, the City is willing to increase their request to a 12-month time extension to allocate CON by June 30, 2017.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
53	San Diego Association of Governments San Diego County PPNO: 11-7421Y SANDAG Coastal Rail Trail – Chesterfield Drive to G. Street project	\$0 \$0 \$0 \$1,025 \$1,025	20 Months 02/29/2018 Support, 20 Months MPO
<p>San Diego Association of Governments (SANDAG) is requesting a 20-month time extension to allocate funding for the construction (CON) phase of the SANDAG Coastal Rail Trail – Chesterfield Drive to G. Street project. SANDAG experienced unexpected delays during the Project Assessment and Environmental Document (PA&ED) phase.</p> <p>This project was delayed when the City of Encinitas (City) first approved then later rejected the project alignment. SANDAG has been working with the City of Encinitas (City) to solidify the project alignment since October 2014. In January 2015, SANDAG received two alternatives to present to the City in April 2015. In May 2015, the City directed SANDAG to proceed with the alignment in the North County Transit District right of way. This alignment selection caused community concern when the property owners adjacent to the alignment complained, causing the City Council to withdraw their support for the proposed alignment. As a result, SANDAG is now revising the plans, environmental documents and Right of Way certification to correspond to the new alignment. This sudden change has delayed the project and SANDAG requires an additional 20 months to allocate CON.</p> <p>Therefore, SANDAG is requesting a 20-month time extension to the CON phase of this project to June 30, 2017.</p>			
54	City of Brea Orange County PPNO: 12-2170B Tracks at Brea Segment 4 project	\$0 \$0 \$0 \$2,484 \$2,484	12 Months 12/31/2016 Support, 6 Months MPO
<p>The City of Brea (City) originally requested a 12-month time extension. After working with the Department, the City now requests a six-month time extension to allocate funding for the construction (CON) phase of the Tracks at Brea Segment 4 project. The City experienced unexpected delays during the Project Assessment and Environmental Document (PA&ED) phase.</p> <p>The project was delayed when the City learned the proposed path, designed to run under SR-57, requires more coordination and oversight from the Department than the City originally expected. Additional delay to the project occurred when the City found the environmental process more cumbersome than they had previously experienced on other federally-funded projects along the other trail segments.</p> <p>Due to unexpected staffing changes by their consultant, the City's Initial Site Assessment (ISA) has taken longer than originally anticipated. As the new project consultants began their work to update the ISA, they found errors in the ISA that required additional time to fix. Having completed the corrections and updates, the ISA was submitted to the Department in April 2016 and the City anticipates NEPA approval by June 2016. The City plans to complete a Short Form Right of Way certification by October 2016 and submit their allocation request in November to receive their CON allocation in the December 2016 Commission meeting.</p> <p>Therefore, the City is willing to reduce their request to a six-month time extension to allocate CON by December 31, 2016.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
55	City of Costa Mesa Orange County PPNO: 12-2170D West 19 th Street Bicycle Trail project	\$0 \$0 \$0 \$1,319 \$1,319	20 Months 02/28/2018 Support, 20 Months MPO
<p>The City of Costa Mesa (City) requests a 20-month time extension to allocate funding for the construction (CON) phase of the West 19th Street Bicycle Trail (Trail) project. The City experienced unexpected delays during the Plans, Specifications and Estimate (PS&E) phase.</p> <p>Only the CON phase of this project is funded with Active Transportation Program dollars. The City is using local sources for the project's other phases. During PS&E, the City had preliminary discussions with Orange County Flood Control District (County) regarding an adjacent pipeline project, which received environmental clearance in 2014. The City's understanding was the pipeline project would be implemented in the 2016-17 timeframe and the bicycle trail project would be implemented in conjunction over the underground pipeline. This greatly reduces environmental impacts that would be associated with the bicycle trail project. The City issued a Request for Proposals (RFP) for design in March 2015 and awarded the project in July 2015.</p> <p>During the initial stages of design, the City determined that the County project was delayed by at least three years. If the City proceeded with implementation of the bicycle project ahead of the pipeline project, it will result in the removal of all improvements for the construction of the pipeline. Therefore, the City initiated coordination meetings with Southern California Edison (SCE) and County staff, and an alternative alignment was developed for the bicycle trail within the SCE easement located adjacent to the future pipeline project. This ensures the bicycle trail project, when implemented, will not conflict with the future pipeline project.</p> <p>While this new alignment will continue to rely on the approved environmental document for the pipeline project, new studies may be required specific to this new alignment by the Department and the United States Fish and Wildlife Services. In addition, a substantial portion of the bicycle project is within the Coastal Zone, requiring approval from the Coastal Commission. The anticipated delay to CON allocation is 20 months.</p> <p>Therefore, the City requests a 20-month time extension to allocate CON by February 28, 2018.</p>			
56	City of La Habra Orange County PPNO: 12-2170H La Habra Union Pacific Rail Line Bikeway project	\$0 \$0 \$708 \$0 \$708	20 Months 02/28/2018 Support, 14 Months MPO
<p>The City of La Habra (City) originally requested a 20-month time extension to allocate funding for the Right of Way (ROW) phase of the La Habra Union Pacific Rail Line Bikeway project. The Department believes the City's justification only substantiates a 14-month time extension, based on the anticipated date for ROW allocation provided by the City. The time extension is needed because the City experienced unexpected delays during the project's Plans, Specifications and Estimate phase.</p> <p>The project was unexpectedly delayed when the City encountered persistent difficulty was in obtaining the needed Union Pacific Railroad (UPRR) encroachment permit for the project. UPRR has repeatedly denied the project an encroachment permit, which delayed the project's design and ROW phases. As of March 2016, UPRR has requested additional submittals from the City prior to issuing the needed encroachment permit. The City is currently working to provide UPRR the requested information. The City estimates receiving the UPRR encroachment permit, needed to complete the environmental investigations for NEPA, by August 2016. Environmental clearance should then be completed by June 2017, and a ROW allocation submittal will be requested by June 2017. Because of the UPRR, the ROW certification is expected to take longer. Thus ROW is anticipated to be completed in December 2017, with CON allocation in February 2018.</p> <p>Therefore, the City requests a 20-month time extension to allocate ROW by February 28, 2018.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
57	City of Laguna Hills Orange County PPNO: 12-2170I La Paz Sidewalk Widening project	\$0 \$0 \$0 \$345 \$345	12 Months 06/30/2017 Support, 12 Months MPO
<p>The City of Laguna Hills (City) requests a 12-month time extension to allocate funding for the construction (CON) phase of the La Paz Sidewalk Widening project. The City experienced unexpected delays during the project's Right of Way (ROW) phase.</p> <p>The City was unexpectedly delayed in acquiring the five partial properties for this project. ROW Engineering and property appraisals have been completed. The City has also sent the offer letters to the property owners. The City still needs to meet and confer with the property owners, negotiate the acquisitions, and complete the purchase of the partial properties. If any of the property owners contest the partial acquisition of their property, the City will have to perform eminent domain. This will require an additional nine months. The City anticipates ROW certification by April 2017 and will request CON allocation in June 2017.</p> <p>Therefore, the City requests a 12-month time extension to allocate CON by June 30, 2017.</p>			
58	County of Orange Orange County PPNO: 12-2170L Lambert Road Bikeway Project	\$0 \$0 \$0 \$394 \$394	12 Months 06/30/2017 Support, 12 Months MPO
<p>The County of Orange (County) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Lambert Road Bikeway Project. The County experienced unexpected delays during the project's Right of Way (ROW) phase.</p> <p>The project was delayed when the City of Brea notified the County of its plans to annex Lambert Road, and asked the County to widen the roadway to the ultimate cross-section. This delayed design three months while the ultimate cross-section configuration was being developed.</p> <p>The project had another unexpected delay when one of the property owners, Aera Energy, indicated they would only grant approval of acquisition of their property if certain conditions were met. One condition Aera Energy requested was to install a dedicated right turn lane into their property. This condition required additional time to analyze and design before negotiation for Aera Energy's property could proceed, which delayed the project an additional two months.</p> <p>The project was further delayed due to a change in the relocation of the utility poles. Though relocation of the Southern California Edison (SCE) utility poles was expected, relocating the poles out to the ultimate width of the roadway was unexpected. This changed the distance the poles were being relocated from around 5 feet to an estimated 40 feet. The greater distance triggered the need for a formal agreement between SCE and each of the private property owners impacted by the move of the poles. This delayed the project another five months.</p> <p>Yet another delay to the project occurred when the County applied for the Department's Encroachment Permit. In reviewing the project, the Department suggested a buffer zone be added to the restriping of the roadway to accommodate bike lanes on both sides of the road. In accommodating this request, the County found they were also required to formally request a design exception for a non-standard shoulder width due to the implementation of a buffer zone. The design exception would have to be prepared and submitted to Caltrans for approval. This delayed the project two more months.</p> <p>Therefore, the County requests a 12-month time extension to allocate CON by June 30, 2017.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
59	City of San Juan Capistrano Orange County PPNO: 12-21700 San Juan Capistrano Bikeway Gap Closure Project	\$0 \$0 \$0 \$384 \$384	9 Months 03/31/2017 Support, 9 Months MPO
<p>The City of San Juan Capistrano (City) requests a nine-month time extension to allocate funding for the construction (CON) phase of the San Juan Capistrano Bikeway Gap Closure Project. The City experienced an unexpected delay during the project's Plans, Specifications and Estimate (PS&E) phase.</p> <p>The project was delayed in September 2015 when Blenheim Equisports requested the City to reevaluate the alignment of the East Open Space Trail. Blenheim Equisports asked the City to consider having the bikeway go through the center of their East Open Riding Park, rather than along San Juan Creek as originally planned. Because the suggestion provided a better connection to downtown San Juan Capistrano, the beach and future trails planned for The Ranch, the City moved to adjust the alignment. Before the proposed alignment change could be made, the proposal has to be reviewed and approved by the City's Trails and Equestrian Commission and the City Council. The City must wait for its Commission and Council to grant approval before a design consultant could be hired because it significantly affected the scope of work. The change of alignment resulted in a nine-month delay to the project.</p> <p>According to the revised project schedule, PS&E completion is expected in December 2016. The City's Trails and Equestrian Commission is expected to give final approval of the project plan in January 2017, with the City Council's approval expected in February 2017. This will allow for CON allocation in March 2017.</p> <p>Therefore, the City requests a nine-month time extension to allocate CON by March 31, 2017.</p>			
60	City of Anaheim Orange County PPNO: 12-2170R South Street Sidewalk Gap Closure project	\$0 \$0 \$0 \$429 \$429	20 Months 06/30/2017 Support, 12 Months MPO
<p>The City of Anaheim (City) originally requested a 20-month time extension. After working with the Department, the City now requests a 12-month time extension to allocate funding for the construction (CON) phase of the South Street Sidewalk Gap Closure project. The City experienced unexpected delays during the project's Project Approval and Environmental Document (PA&ED) and Right of Way (ROW) phases.</p> <p>Once the project was approved, the City developed a more detailed review of the project timeline and scope based on the utility companies more recent response times. The City then refined the project schedule and determined ROW completion will require a minimum of 12 more months. The project also encountered greater than expected community concern over pedestrian issues and parking concerns that were raised during PA&ED. The City expects to have the ROW certification by June 2017.</p> <p>Therefore, the City agrees to accept a 12-month time extension to allocate CON by June 30, 2017.</p>			

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 & Environmental Document) PS&E (Plans, Specifications & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Initial Request Extended Deadline Department Recommendation MPO/State/SU&R
61	City of Anaheim Orange County PPNO: 12-2170S Western Avenue Pedestrian Signal project	\$0 \$0 \$0 \$319 \$319	20 Months 12/31/2016 Support, 6 Months State
<p>The City of Anaheim (City) originally requested a 20-month time extension. After working with the Department, the City now requests a six-month time extension to allocate funding for the construction (CON) phase of the Western Avenue Pedestrian Signal project. The City experienced unexpected delays during the project's Plans, Specifications and Estimate phase.</p> <p>The project was delayed in the design process when repeated notices to the utility companies have been either unresponsive or taken a longer time period to respond. With a more recent review of the project schedule, the City's refined estimate for Right of Way (ROW) completion is six months. This assumes there are no future, unanticipated delays with ROW or the utility relocations. The City expects to have the ROW certification by December 2016.</p> <p>Therefore, the City is willing to reduce their request to a six-month time extension to allocate CON by December 31, 2016.</p>			
62	City of Anaheim Orange County PPNO: 12-2170T Cerritos Avenue Sidewalk Gap Closure project	\$0 \$0 \$0 \$622 \$622	20 Months 07/31/2017 Support, 13 Months State
<p>The City of Anaheim (City) originally requested a 20-month time extension. After working with the Department, the City now requests a 13-month time extension to allocate funding for the construction (CON) phase of the Cerritos Avenue Sidewalk Gap Closure project. The City experienced unexpected delays during the project's Plans, Specifications and Estimate phase.</p> <p>This project is sequenced to begin after the City's sewer project is completed in April 2017. The sewer project will upsize existing 18-inch lateral residential sewer connections to 24-inch pipes in the project location. By constructing the sewer line before this project, the City will minimize impacts to the community, as well as the need to remove and replace sidewalk. This CON coordination delay has resulted in a 13-month delay.</p> <p>Therefore, the City agrees to accept a 13-month time extension to allocate CON by July 31, 2017.</p>			
63	County of Alameda Alameda County PPNO: 04-2190N Ashland Avenue Bicycle and Pedestrian Safe Routes to School Project	\$0 \$0 \$0 \$655 \$655	12 Months 06/30/2017 Support, 12 Months MPO
<p>The County of Alameda (County) requests a 12-month time extension to allocate funding for the construction (CON) phase of the Ashland Avenue Bicycle and Pedestrian Safe Routes to School Project. The County experienced unexpected delays during the project's Right of Way (ROW) phase. The County is funding the Preliminary Engineering and Right of Way Phases of this project with local sources.</p> <p>Part of this project proposes to widen sidewalks under the bridge and construct Class II Bike Lanes on Ashland Avenue between Ano Avenue and East 14th Street. The County was delayed when the ROW certification process took longer than expected. The County found working with the Union Pacific Railroad and Bay Area Rapid Transit to Finalize their permits requirements and ROW certification is taking much longer than expected. The County is requesting an additional 12 months to allocate CON.</p> <p>Therefore, the County requests a 12-month time extension to allocate CON by June 30, 2017.</p>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.8a.(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 PROJECT ALLOCATION FOR STATE
HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP) PROJECT
WAIVER 16-24**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve allocation extension requests for 92 State Highway Operation and Protection Program (SHOPP) projects totaling \$843,591,000 in construction capital as shown in the attachments. The Department anticipates 78 of these allocation extensions totaling \$731,748,000 will be coming in for allocation at the August 2016 Commission meeting.

ISSUE:

The Department experienced challenges in bringing the 14 SHOPP projects in for a construction capital allocation and is not ready to request funds by the June 30, 2016 deadline. Therefore, the Department is requesting extensions to the allocation deadline for the projects shown in the following attachment.

BACKGROUND:

Resolution G-03-19 in the State Transportation Improvement Program (STIP) Guidelines, adopted by the Commission on December 11, 2003, stipulates that 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. Although the STIP Guidelines do not apply to SHOPP projects, it is prudent to apply the same management practices relative to timely use of funds to SHOPP projects.

Attachments

Time Extension/Waiver - Project Allocation Deadline

Project No.	Dist-Co-Rte PPNO EA Project Description Reason for Delay	Program / Year CON Extension Amount	Number of Months Requested Extended Deadline
1	<p>04-ALA-680 PPNO: 0521K EA: 4G112</p> <p>In and near Fremont, Pleasanton, and Dublin, from south of Scott Creek Road to north of Alcosta Boulevard. Ramp metering.</p> <p>The Department is requesting a 20-month time extension for construction allocation. This project is programmed in the 2014 SHOPP for \$18,240,000 for construction.</p> <p>Cooperative Agreement (Coop) negotiations with the Metropolitan Transportation Commission (MTC) are ongoing for the remaining funding to complete the project. It is anticipated that the Coop and Federal authorization will be done by December 2016, and then work on the project can restart. After the Coop support funding is secured, the following will need to take place: complete PA&ED, obtain an Incidental Take Permit (ITP) from the California Department of Fish and Wildlife, and complete final PS&E. This will require a total of 12 months to reach the Ready to List (RTL) milestone. It is anticipated the project will be ready for an allocation request to the Commission by February 2018.</p>	<p>SHOPP: Mobility / 2015-16 \$18,240,000</p>	<p>20 Months February 2018</p>
2	<p>04-ALA-880 PPNO: 0050N EA: 4A800</p> <p>In Oakland, at Lake Merritt Channel Bridge No. 33-0027 and 5th Avenue overhead. Bridge replacement.</p> <p>The Department is requesting a 14-month time extension for construction allocation. This project is programmed in the 2014 SHOPP for \$4,450,000 for construction.</p> <p>Based on the Agreement with Union Pacific Railroad (UPRR) for the Department's 5th Avenue Overhead project, the Department will construct a new railroad bridge within UPRR right of way. As the owner and operator of the planned bridge, UPRR is the applicant for the necessary environmental permits. UPRR has not yet agreed with all of the conditions of the permitting agencies, therefore the permits will be delayed beyond the Fiscal Year 2015-16. This project also involves complex utility relocations, including a new Temporary Construction Easement required from the City of Oakland for a recent change to a large pipeline relocation plan. It will take up to 12 months to receive the necessary permits, acquire the easement, and reach the ready to list (RTL) milestone. It is anticipated the project will be ready for an allocation request to the Commission by August 2017.</p>	<p>SHOPP: Bridge / 2015-16 \$4,450,000</p>	<p>14 Months August 2017</p>
3	<p>04-ALA-VAR PPNO: 0085S EA: 17247</p> <p>At the McCosker property on East Bay Regional Parks District (EBRPD) land. Required environmental mitigation (site 2) for EA 17240, EFIS 04 0000 0455, PPNO 0086Z. Financial Contribution Only (FCO).</p> <p>The Department is requesting a 9-month time extension for construction allocation. This project is programmed in the 2014 SHOPP for \$1,400,000 for construction.</p> <p>Cooperative Agreement negotiations are ongoing for the FCO to East Bay Regional Parks District (EBRPD), but may extend to late 2016. It is anticipated the project will be ready for an allocation request to the Commission by March 2017.</p>	<p>SHOPP: Collision / 2015-16 \$1,400,000</p>	<p>9 Months March 2017</p>
4	<p>04-MRN-101 PPNO: 0334J EA: 15161</p> <p>In and near Sausalito, Corte Madera, and Larkspur, from north of Golden Gate Bridge to north of Sir Francis Drake Boulevard. Ramp metering.</p> <p>The Department is requesting a 20-month time extension for construction allocation. This project is programmed in the 2014 SHOPP for \$1,600,000 for construction.</p> <p>Cooperative Agreement (Coop) negotiations with the Metropolitan Transportation Commission (MTC) are ongoing for remaining project funding. The project has been delayed due to the uncertainty of the Coop completion. The target ready to list (RTL) milestone is December 2017. It is anticipated the project will be ready for an allocation request to the Commission by February 2018.</p>	<p>SHOPP: Mobility / 2015-16 \$1,600,000</p>	<p>20 Months February 2018</p>

Time Extension/Waiver - Project Allocation Deadline

Project No.	Dist-Co-Rte PPNO EA Project Description Reason for Delay	Program / Year CON Extension Amount	Number of Months Requested Extended Deadline
5	04-NAP-29 PPNO: 0587G EA: 3G640 In Calistoga, at Napa River Bridge No. 21-0018. Replace bridge. The Department is requesting a 10-month time extension for construction allocation. This project is programmed in the 2014 SHOPP for \$9,204,000 for construction. During the March 2016 Commission meeting, three Resolutions of Necessity (RON's) were obtained on this project, but two of the property owners are litigating the parcel compensation. An Order of Possession (OP) court hearing must be set to upgrade the Right of Way Certification to the necessary 3W status. A delay has occurred to prepare legal paperwork, serve all parties, and set the OP hearing date. It is anticipated the project will be ready for an allocation request to the Commission by April 2017.	SHOPP: Bridge / 2015-16 \$9,204,000	10 Months April 2017
6	04-SM-280 PPNO: 0729R EA: 4G592 Near Belmont, at 1.4 miles south of Route 92. Repair pipe system and backfill sinkhole environmental mitigation. The Department is requesting a 6-month time extension for construction allocation. This project is programmed in the 2014 SHOPP for \$400,000 for construction. An Interagency Agreement (IA) for a financial contribution to San Mateo County Resource Conservation District (SMCRCD) is being finalized. The Agreement outlines a payment structure to compensate SMCRCD staff for preparation of Requests for Proposal (RFPs) from consultants and for mitigation costs upon receipt of invoices. It will take SMCRCD approximately 2 to 3 months to prepare the RFP's and to determine final mitigation scope and costs. The Department's Division of Procurement and Contracts (DPAC) will then need 2 to 3 months to execute this type of IA. It is anticipated the project will be ready for an allocation request to the Commission by December 2016.	SHOPP: Major Damage / 2015-16 \$400,000	6 Months December 2016
7	05-SBT-25 PPNO: 2293Y EA: 0T641 Near Hollister, north of San Benito Lateral. Landscape mitigation for project PPNO 2293. The Department is requesting a 20-month time extension for construction allocation. This project is programmed in the 2014 SHOPP for \$96,000 for construction. As part of the the Department's 2015 Drought Action Plan to meet the requirements of the Governor's Executive Order B-29-15, all planned planting work that requires irrigation with potable water, regardless of funding source, must be evaluated and possibly deferred until both drought conditions improve and the use of potable water is not restricted for landscape purposes. This project has planned potable water and will be deferred. Meanwhile, the Department will continually monitor the drought situation and in the event the drought state of emergency is terminated prior to the expiration of this time extension, a construction allocation request will be submitted. It is anticipated the project will be ready for an allocation request to the Commission by February 2018.	SHOPP: Collision / 2015-16 \$96,000	20 Months February 2018

Time Extension/Waiver - Project Allocation Deadline

Project No.	Dist-Co-Rte PPNO EA Project Description Reason for Delay	Program / Year CON Extension Amount	Number of Months Requested Extended Deadline
8	<p>05-SB-101 PPNO: 0707Y EA: 0G071</p> <p>In Goleta, from 0.2 mile east to 0.7 mile west of the Fairview Avenue Overcrossing. Landscape mitigation project for PPNO 0707.</p> <p>The Department is requesting a 20-month time extension for construction allocation. This project is programmed in the 2014 SHOPP for \$658,000 for construction.</p> <p>As part of the the Department's 2015 Drought Action Plan to meet the requirements of the Governor's Executive Order B-29-15, all planned planting work that requires irrigation with potable water, regardless of funding source, must be evaluated and possibly deferred until drought conditions improve and the use of potable water is not restricted for landscape purposes. This project has planned potable water and will be deferred. Meanwhile, the Department will continually monitor the drought situation and in the event the drought state of emergency is terminated prior to the expiration of this time extension, a construction allocation request will be submitted. It is anticipated the project will be ready for an allocation request to the Commission by February 2018.</p>	<p>SHOPP: Roadway / 2015-16 \$658,000</p>	<p>20 Months February 2018</p>
9	<p>06-KER-46 PPNO: 6601 EA: 0K460</p> <p>Near Wasco, at Route 99 Separation Bridge No. 50-0184E (also Route 99 PM 43.9/44.6). Replace bridge and realign southbound ramps.</p> <p>The Department is requesting a 9-month time extension for construction allocation. This project is programmed in the 2014 SHOPP for \$19,375,000 for construction.</p> <p>The right of way condemnation process was extended therefore the RTL milestone could not be obtained. This project involves a restrictive construction work window in the month of January for canal relocation work, which is the first order of work. Therefore a time extension is needed to complete the right of way condemnation process, to be RTL for the restrictive construction window in January 2018. It is anticipated the project will be ready for an allocation request to the Commission by March 2017.</p>	<p>SHOPP: Bridge / 2015-16 \$19,375,000</p>	<p>9 Months March 2017</p>
10	<p>06-KER-58 PPNO: 6678 EA: 0G851</p> <p>In Bakersfield, from Route 58/99 Separation to Cottonwood Road. Rehabilitate roadway.</p> <p>The Department is requesting a 19-month time extension for construction allocation. This project is programmed in the 2014 SHOPP for \$21,370,000 for construction.</p> <p>The project limits fully overlap the nearby Beltway Operational Improvement project EA 06-48461, which has encountered a series of unplanned construction delays and now is estimated to be complete in June 2018. This rehabilitation scope project is to replace the existing concrete pavement with Continuously Reinforced Concrete Pavement (CRCP) and necessitates traffic shifts utilizing k-rail in both directions. The stage construction would severely interfere with construction activities on both contracts, and may compromise safety, increase delays and result in potential contractor claims. The Department has included a 120-day delayed start clause into the contract for this project to reduce the construction allocation extension needed. It is anticipated the project will be ready for an allocation request to the Commission by January 2018.</p>	<p>SHOPP: Roadway / 2015-16 \$21,370,000</p>	<p>19 Months January 2018</p>

Time Extension/Waiver - Project Allocation Deadline

Project No.	Dist-Co-Rte PPNO EA Project Description Reason for Delay	Program / Year CON Extension Amount	Number of Months Requested Extended Deadline
11	06-TUL-190 PPNO: 6508 EA: 46150 Near the city of Tulare, from west of Route 190/99 Separation to west of Road 184. Rehabilitate roadway. The Department is requesting a 12-month time extension for construction allocation. This project is programmed in the 2014 SHOPP for \$17,000,000 for construction. This project involves utility relocation delays. The presence of transmission facilities has led to a series of conflicts and resulted in a number of submittals and redesigns over the last two years to mitigate impacts and comply with Public Utility Code regulations. The redesign and resubmittal of conflict maps has delayed Southern California Edison's ability to develop draft relocation plans. The current plan is to finalize the relocation plans in September 2016 and begin work on the easement requirements so acquisition can take place. It is anticipated the project will be ready for an allocation request to the Commission by June 2017.	SHOPP: Roadway / 2015-16 \$17,000,000	12 Months June 2017
12	07-LA-405 PPNO: 4629 EA: 29850 In the city of Los Angeles, near Bel Air, from Sunset Boulevard to south of Bel Air Crest Road. Upgrade existing temporary ramps. The Department is requesting a 20-month time extension for construction allocation. This project is programmed in the 2014 SHOPP for \$14,830,000 for construction. This project has experienced utility relocation delays. Poles and communication cables belonging to the Los Angeles Department of Water and Power (LADWP) need to be relocated prior to start of construction. LADWP staff has not been able to commit to relocating the poles to meet the project schedule due to their existing workload and other project commitments. Communication cables are also attached to the LADWP power poles and will be relocated at the same time. Therefore a time extension to allow for these utility relocations is needed before the project will be RTL and ready for an allocation request. It is anticipated the project will be ready for an allocation request to the Commission by February 2018.	SHOPP: Mobility / 2015-16 \$14,830,000	20 Months February 2018
13	08-SBD-38 PPNO: 3004M EA: 1G700 In Barton Flats, from west of Glass Road to Burro Flats Road. Repair fire damage. Install debris flow barrier, concrete rock slope protection and replace drainage systems. The Department is requesting a 6-month time extension for construction allocation. This project is programmed in the 2014 SHOPP for \$3,100,000 for construction. There are outstanding Environmental Permits (1602, 401, 404). The additional time requested is required to consult with Environmental resource agencies and obtain the permits. It is anticipated that the permits will be received in time for an allocation request at the December 2016 Commission meeting.	SHOPP: Major Damage / 2015-16 \$3,100,000	6 Months December 2016
14	08-SBD-138 PPNO: 0238P EA: 0J851 Near Crestline, at Horsethief Creek Bridge No. 54-0816. Environmental mitigation work for bridge replacement. The Department is requesting a 12-month time extension for construction allocation. This project is programmed in the 2014 SHOPP for \$120,000 for construction. The construction completion of the parent bridge replacement project EA 08-0J850 will be in May 2017. This project cannot begin until the parent bridge project is completed thereby delaying the allocation request for this project. It is anticipated the project will be ready for an allocation request to the Commission by June 2017.	SHOPP: Bridge / 2015-16 \$120,000	12 Months June 2017

Time Extension/Waiver - Project Allocation Deadline

Project No.	District	County	Route	Post Miles	EA	PPNO	Project ID	Prog Code	Request	
									Months	Extended Deadline
1	01	Humboldt	101	109.5/R125.8	41500	2384	0113000127	201.121	2	August 2016
2	01	Humboldt	101	111.4/111.6	0B430	2341	0112000127	201.131	2	August 2016
3	01	Humboldt	169	26.4/29.9	0B440	2342	0112000128	201.131	2	August 2016
4	01	Humboldt	254	0.8/43.1	43060	0046D	0100000186	201.112	2	August 2016
5	01	Lake	20	13.5/30.5	0B120	3086	0112000010	201.361	2	August 2016
6	01	Mendocino	101	50.1/84.6	40281	4600	0114000126	201.151	2	August 2016
7	01	Mendocino	101	R87.4/R100.4	0B510	4551	0112000134	201.131	2	August 2016
8	01	Mendocino	162	13.9/22.7	0B540	4554	0112000136	201.131	2	August 2016
9	02	Lassen	395	R0.0/5.6	4E420	3464	0200020283	201.121	2	August 2016
10	02	Plumas	70	50.6/51.7	2C090	3212	0200000161	201.110	2	August 2016
11	02	Siskiyou	5	R58.1/R58.4	4F58U	3514	0215000021	201.112	2	August 2016
12	02	Siskiyou	96	52.5/88.3	4E650	3473	0212000012	201.112	2	August 2016
13	02	Tehama	36	75.4/78.4	4G03U	3533	0215000056	201.010	2	August 2016
14	02	Trinity	299	0.0/8.3	4G380	3540	0214000006	201.121	2	August 2016
15	03	Sacramento	5	0.0/34.7	4F440	5847	0314000163	201.315	2	August 2016
16	03	Sutter	99	27.6/R32.7	1F970	8375	0300020469	201.315	2	August 2016
17	03	Yuba	20	0.6/0.8	1E760	9582	0300000273	201.310	2	August 2016
18	04	Alameda	13	12.1/13.4	2G481	0124J	0415000361	201.378	2	August 2016
19	04	Alameda	880	19.3/0.0	1SS44	0039A	0412000603	201.131	2	August 2016
20	04	Alameda			2G502	0107J	0414000057	201.015	2	August 2016
21	04	Contra Costa	680	24.3/0.0	3A87A	0333M	0414000120	201.113	2	August 2016
22	04	Marin	1	50.3/50.5	20950	0326A	0412000116	201.110	2	August 2016
23	04	Marin	1	8.1/0.0	2G890	0209R	0400021259	201.131	2	August 2016
24	04	Marin	VAR		4A670	0273P	0400001155	201.361	2	August 2016
25	04	San Francisco	35	2.0/3.2	3J310	0639A	0415000130	201.121	2	August 2016
26	04	San Francisco	35	2.1/3.1	4H753	0158K	0416000121	201.015	2	August 2016
27	04	San Francisco	280	R4.2/R6.6	2A490	0608K	0400000827	201.110	2	August 2016
28	04	Santa Clara	9	4.6/0.0	2G960	0387R	0412000010	201.131	2	August 2016
29	04	Santa Clara	130	5.6/6.0	2G990	0500C	0412000012	201.131	2	August 2016
30	04	Santa Clara	152	13.2/13.2	2A441	0485U	0412000581	201.010	2	August 2016
31	04	Solano	80	31.4/32.6	4G510	0832G	0412000483	201.113	2	August 2016
32	04	Solano	780	6.8/7.2	4G450	0832D	0412000477	201.322	2	August 2016
33	04	Sonoma	1	30.5/0.0	3G080	0753R	0400021272	201.131	2	August 2016
34	04	Sonoma	12	R15.6/R16.5	3G720	8315S	0412000157	201.235	2	August 2016
35	04	Sonoma	101	29.3/43.4	0J640	0480G	0414000021	201.122	2	August 2016
36	05	San Benito	156	0.0/3.0	1C870	2434	0513000005	201.121	2	August 2016
37	05	Monterey	101	R41.5/49.8	0T990	2312	0500020243	201.015	2	August 2016
38	05	San Benito	156	R10.0/R18.4	1C840	2430	0512000239	201.121	2	August 2016
39	05	San Luis Obispo	41	19.7/R42.2	1G150	2588	0514000113	201.121	2	August 2016
40	05	Santa Cruz	1	R7.5/17.4	1C100	2358	0512000074	201.235	2	August 2016
41	06	Tulare	190	4.0/5.0	0P590	6624	0612000182	201.010	2	August 2016
42	07	Los Angeles	1	2.6/30.7	29950	4651	0713000313	201.010	2	August 2016
43	07	Los Angeles	1	2.7/12.2	29080	4491	0712000075	201.361	2	August 2016
44	07	Los Angeles	5	13.7/26.7	30550	4728	0714000101	201.015	2	August 2016
45	07	Los Angeles	5	R44.6/R45.7	30600	4733	0714000244	201.150	2	August 2016
46	07	Los Angeles	57	R2.0/5.6	30030	4675	0713000436	201.335	2	August 2016
47	07	Los Angeles	91	6.3	30720	4767	0714000216	201.010	2	August 2016
48	07	Los Angeles	105	R0.3/R2.5	30500	4723	0714000087	201.119	2	August 2016
49	07	Los Angeles	105	R6.6/R8.1	29740	4614	0713000149	201.010	2	August 2016
50	07	Los Angeles	118	0.0/R14.4	30210	4684	0713000486	201.121	2	August 2016
51	07	Los Angeles	405	0.0/28.0	25710	3821	0713000161	201.315	2	August 2016
52	07	Los Angeles	405	20.2/R20.7	3X870	4567	0713000241	201.131	2	August 2016
53	07	Los Angeles	VAR		24070	3323	0713000162	201.315	2	August 2016
54	07	Ventura	33	15.7	30520	4725	0714000092	201.131	2	August 2016
55	08	Riverside	15	R0.0/41.8	0G770	9991C	0814000175	201.315	2	August 2016
56	08	Riverside	VAR		1C630	0012H	0812000338	201.315	2	August 2016
57	08	San Bernardino	15	R107.3	0G842	3001G	0814000184	201.250	2	August 2016
58	08	San Bernardino	40	0.0/R25.0	0R120	0207J	0812000026	201.015	2	August 2016

Time Extension/Waiver - Project Allocation Deadline

Project No.	District	County	Route	Post Miles	EA	PPNO	Project ID	Prog Code	Request	
									Months	Extended Deadline
59	08	San Bernardino	62	1.8/7.7	0Q130	0046G	0800020212	201.010	2	August 2016
60	08	San Bernardino	210	R21.8/R27.3	0E551	0195M	0814000085	201.315	2	August 2016
61	09	Mono	395	34.1	35610	6550	0912000044	201.352	2	August 2016
62	10	Calaveras	26	8.4/0.0	0V620	3004	1000020114	201.010	2	August 2016
63	10	San Joaquin	99	14.0/23.0	1C421	3103	1015000131	201.315	2	August 2016
64	10	Stanislaus	99	M18.7/0.0	0X560	3011	1012000313	201.010	2	August 2016
65	10	Stanislaus	99	R13.6/R15.1	0Y620	3109	1013000246	201.015	2	August 2016
66	10	Stanislaus	132	0.0/51.1	1E200	3127	1015000092	201.010	2	August 2016
67	10	Stanislaus	132	1.1/1.8	0T780	0348	1000000746	201.010	2	August 2016
68	10	Tuolumne	49	13.5/18.6	0Y220	3108	1013000196	201.015	2	August 2016
69	11	Imperial	8	R41.1/R65.0	41851	0558	1115000139	201.122	2	August 2016
70	11	Imperial	8	R83.1/R90.0	41852	0559	1115000140	201.122	2	August 2016
71	11	San Diego	8	T0.5/R0.7	40860	1061	1112000016	201.121	2	August 2016
72	11	San Diego	67	R4.6/19.0	40320	0670	1100000545	201.010	2	August 2016
73	11	San Diego	76	32.6/33.2	40570	1020	1100020265	201.010	2	August 2016
74	11	San Diego	78	12.9/14.1	42160	1170	1115000142	201.310	2	August 2016
75	12	Orange	1	22.1/29.9	0M470	2420	1212000065	201.010	2	August 2016
76	12	Orange	5	6.8/22.9	0H530	4527A	1213000147	201.112	2	August 2016
77	12	Orange	55	0.0/17.9	0M500	3401A	1212000092	201.015	2	August 2016
78	12	Orange	405	2.6/6.5	0M350	4952B	1212000018	201.010	2	August 2016

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No. 2.8a.(3)
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 PROJECT ALLOCATION FOR STATE-ADMINISTRATED STIP PROJECT, PER STIP GUIDELINES WAIVER 16-25**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) extend the period of project allocation for 18 months for the State administrated Betty Drive Interchange project (PPNO 6423) in Tulare County, on the State Highway System.

ISSUE:

Currently, a total of \$5,000,000 in Regional Improvements Program funds are programmed for construction support for the Betty Drive Interchange project in Fiscal Year 2015-16. Construction Capital is locally funded for \$40,000,000.

The last remaining requirement is an executed Construction and Maintenance (C&M) agreement with the Union Pacific Railroad (UPRR). Once the C&M agreement is executed, right of way will be certified and the project will be ready to list. The Department has been working with UPRR for over a year and there has been no commitment from UPRR on a timeframe to approve the agreement, although UPRR anticipates execution soon. Considering the uncertainty of UPRR and their unwillingness to commit to a date, the Department is requesting an 18-month time extension in order to execute the agreement with UPRR.

BACKGROUND:

Current STIP Guidelines, Resolution G-13-07, stipulate that funds programmed for all components of local grant projects or Department construction and construction support costs are available for allocation only until the end of the fiscal year identified in the STIP. The Commission may approve a waiver to the timely use of funds deadline for allocation one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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 STIP GUIDELINES WAIVER 16-26**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) extend the period of contract award for the Price Canyon Road Widening project (PPNO 2071) in San Luis Obispo County listed on the attached document for the time period shown.

ISSUE:

The Commission allocated \$3,364,000 for the construction for the locally-administered Price Canyon Road Widening State Transportation Improvement Program (STIP) project 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 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 <i>Construction Only</i>	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	San Luis Obispo County San Luis Obispo County PPNO: 05-2071 Price Canyon Road Widening project	\$3,364,000	10/21/2015 FP-15-13 6 Months 10/31/2016 6 Months
<p>The County of San Luis Obispo (County) is requesting a six-month time extension to award the construction (CON) contract for the Price Canyon Road Widening project. The County experienced an unexpected delay in the CON phase.</p> <p>The County received allocation of CON funds in October 2015. The project was advertised and bids opened in February 2016. The County experienced an unexpected delay when the second lowest bidder protested the low bid. The second lowest bidder cited concern that the low bid did not meet the Disadvantaged Business Enterprise goal for the project and failed to make an adequate Good Faith Effort. This has delayed the project for three months.</p> <p>There is the possibility that the resolution to the dispute will be to reject all bids and re-advertise the project. This would result in an additional three-month delay to the project, delaying the project by a total of six months. Therefore, the County requests a six-month time extension to award the CON phase to October 31, 2016.</p>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29–30, 2016

Reference No.: 2.8b.(2)
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 IN THE AERONAUTICS PROGRAM, PER AERONAUTICS
GUIDELINES
WAIVER 16-27**

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 \$614,000 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 concur.

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 in accordance with California Government Code section 14529.8.

Attachment

Time Extension/Waiver – Project Contract Award Deadline
 Acquisition and Development Program

Project B	Applicant County Project Planning Number Project Description Reason for Project Delay	Extension Amount Construction Only	Allocation Date Resolution Number Number of Months Requested Extended Deadline Caltrans Recommendation
1	Andy McBeth Airport Del Norte County DN-3-14-1 Andy McBeth Airport Obstruction Removal (Trees) Project	\$135,000	6/25/2015 FDOA-2014-09 3 Months 9/25/2016 Support
<p>The County of Del Norte (County) is requesting a three-month extension to the period of contract award for the construction phase of the Andy McBeth Airport – Obstruction Removal (Trees) Project. The County experienced an unexpected delay in awarding the project.</p> <p>The County received the allocation in June 2015. The reason for delay pertains to the time needed for the California Environmental Quality Act requirements and requisite Notice of Exemption (NOE) for this work. An application for an NOE was filed but had to be reviewed by the Del Norte County Environmental Review Committee. The environmental process has been completed, and the County is requesting an extension in order to complete the bid process to award a construction contract.</p> <p>The County will not be able to award the project until at least July 2016. Therefore, the County requests an extension of three months to September 25, 2016, to ensure the County can award within the extended time limit.</p>			
2	Chiriaco Summit Airport Riverside County RIV-4-14-1 Chiriaco Summit Airport Runway Paving and Grading Project	\$479,000	6/25/2015 FDOA-2014-09 3 Months 9/25/2016 Support
<p>The County of Riverside (County) is requesting a three-month extension to the period of contract award for the construction phase of the Chiriaco Summit Airport–Runway Paving and Grading project. The County experienced an unexpected delay in awarding the project.</p> <p>The County received the allocation in June 2015. The County is faced with a slight delay, because the project estimate was greater than the allocation and the additional funding had to be secured. This delayed the delivery of Plans, Specifications and Estimate (PS&E). The PS&E has been completed and approved, and the County is now ready to proceed to bid to award a construction contract. Although the County is expecting to award a contract by June 21, 2016, which is within the 12-month allocation window, the County would like an extension in the event of an unforeseen delay in the award process.</p> <p>The County requests an extension of three months, to September 25, 2016, to ensure the County can award within the extended time limit.</p>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 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 A LOCALLY ADMINISTERED PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROGRAM PROJECT, PER STIP GUIDELINES WAIVER 16-28**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) extend the time extension for the period of project allocation for locally administered Proposition 1B Intercity Rail Improvement Program (IRI) Van Nuys North Platform (PPNO 2113) project, in Los Angeles County.

ISSUE:

At its January 2016 meeting, the Commission allocated \$30,500,000 for the construction of the locally administered Proposition 1B IRI Van Nuys North Platform (PPNO 2113) project, in Los Angeles County. At the time of the original allocation, the responsible agency was the Los Angeles County Metropolitan Transportation Authority (Metro), however Metro is now requesting that the Southern California Regional Rail Authority (SCRRA) take over the responsibility for the project.

A current allocation amendment, under resolution ICR1B-AA-15-02, is on this month's Commission agenda to change the implementing agency from Metro to SCRRA.

Due to this, SCRRA, as the responsible agency, will not be able to award the project by the June 30, 2016 deadline and is requesting an extension, and the regional planning agency concurs. The attachment shows the details of the project and the explanations for the delays.

BACKGROUND:

Current STIP Guidelines stipulate that the agency implementing a project may request a time extension if the project will not be awarded within six months of the allocation. The Commission may approve a waiver to the timely use of funds deadline one-time only for up to 20 months in accordance with Government Code Section 14529.8.

Attachment

**Time Extension/Waiver – Contract Award Deadline
Proposition 1B Intercity Rail Improvement 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 & Estimate) ROW (Right of Way) CON (Construction) TOTAL	Number of Months Requested Extended Deadline CT Recommendation
1	Southern California Regional Rail Authority (SCRRA) Los Angeles County PPNO 75-2113 Van Nuys North Platform	\$0 \$0 \$0 \$30,500 \$30,500	9 Months 04/30/2017 Support
<p>The Los Angeles County Metropolitan Transportation Authority (Metro), on behalf of the Southern California Regional Rail Authority (SCRRA), is requesting a nine-month extension to the period of contract award for the construction phase of the Van Nuys North Platform project (Project). (A concurrent allocation amendment is on this month's Commission agenda to change the implementing agency for the project from Metro to SCRRA, as Metro is requesting that SCRRA take over the responsibility to construct the project.) This nine-month time extension request, by the local agencies, is to allow sufficient time for SCRRA to award the contract.</p> <p>At its January 2016 meeting, Commission allocated \$30.5 million in Proposition 1B Intercity Rail Improvement Program (IRI) funds to Metro for the Project. Recently, SCRRA approached Metro with a request to transfer and reallocate construction funds for the Project from Metro to SCRRA. This request is consistent with SCRRA's past role in building commuter rail projects in Los Angeles County for Metro, as owner of the facilities, and as a member agency of SCRRA.</p> <p>SCRRA has completed their initial review of the Invitation for Bid package that Metro developed. Metro and SCRRA have developed a revised project schedule and SCRRA expects to have their revised Invitation for Bid package ready in August 2016 and out to bid in September 2016; the process to award the contract is expected to take approximately three months to December 2016. In addition, the bid package will require SCRRA Board approval, given the timing of submittal, the next available meeting to come forward with the bid package for Board approval would be January 2017. To allow for any unforeseen delays, Metro and SCRRA have requested three additional months.</p> <p>Therefore, Metro and SCRRA request a 9-month time extension for allocation of the CON phase to April 30, 2017.</p>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.8b.(4)
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 16-29**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve a three-month time extension for the State Highway Operation and Protection Program (SHOPP) on Route 8 in and near El Cajon pavement rehabilitation project (PPNO 1120) in San Diego County.

ISSUE:

On December 10, 2015, the Commission allocated \$12,354,000 for this SHOPP project to rehabilitate 12.0 lane miles of roadway pavement. In accordance with Resolution G-13-07, the deadline to award contracts for projects allocated in December 2015 is June 30, 2016. The Department will not be able to meet the award deadline for this project and is requesting a time extension for the period of contract award.

Project advertise date was delayed due to the need to update the contract specifications to meet the new January 15, 2016 standards. In addition, bid opening date was delayed due to multiple bidder inquiries resulting in five addenda needing to be issued. Bids were opened on May 3, 2016, and four bids were received. However, contract award by the six-month deadline may not be possible. The three-month time extension will allow the Department sufficient time to process and award the project.

BACKGROUND:

Current STIP Guidelines, stipulate that the agency implementing a project requests 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.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.8c.
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 COMPLETION FOR A
LOCALLY ADMINISTERED STATE TRANSPORTATION IMPROVEMENT
PROGRAM (STIP) RAIL PROJECT, PER STIP GUIDELINES
WAIVER 16-30**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve a ten-month time extension from November 1, 2016 to August 31, 2017 to complete construction for the State Transportation Improvement Program Capitol Corridor Fairfield/Vacaville Train Station (Project) (PPNO 75-6045K), in Solano County.

ISSUE:

On October 8, 2013, the Commission approved Resolution MFP-13-01 allocating \$4,400,000 in Regional Improvement Program funds for construction of the project.

Weather-related delays prevented Union Pacific Railroad from completing the installation of two new railroad tracks (Shoofly 1 and 2). This delay significantly impacted the construction schedule because Shoofly 1 and 2 needed to be in operation before the existing main lines could be removed. Removal of the existing track is necessary in order for the contractor to start excavation work on the northern portion of the Peabody Road Bridge and Pedestrian Underpass.

The City of Fairfield and the contractor are working together to look for opportunities to accelerate the schedule and a ten-month time extension to August 31, 2017 will allow the contractor sufficient time to complete the project.

BACKGROUND:

Current State Transportation Improvement Program guidelines stipulate that a local agency has up to 36 months from the award of the contract to complete the project. The Commission may approve waivers to the timely use of funds deadline one time only for up to 20 months in accordance with Government Code Section 14529.8.

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No.: 2.8d.
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 EXPENDITURES FOR LOCALLY-ADMINISTERED STIP PROJECTS, PER STIP GUIDELINES WAIVER 16-31**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) consider the extension to the period of project expenditures for the time period identified for the project on the attached document.

ISSUE:

The attached list identifies one locally-administered State Transportation Improvement Program (STIP) project totaling \$248,000. The Commission originally allocated \$65,000 in December 2012 and allocated a supplemental \$183,000 in August 2013. Tehama County is requesting an extension to the period of project development expenditure for the supplemental allocation of \$183,000. The attachment shows the detail 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	Tehama County Tehama County PPNO: 02-2379 Evergreen Road Bridge at South Fork Cottonwood Creek project	Plans, Specifications and Estimates Allocated: \$183,000 Balance: \$87,100	08/06/2013 FP-13-08 18 Months 12/31/2017 0 Months
<p>Tehama County (County) is requesting an 18-month extension to the period of project expenditures for Plans, Specifications and Estimates (PS&E) for the Evergreen Road Bridge at South Fork Cottonwood Creek project. The County has experienced unforeseen delays during the project's PS&E phase.</p> <p>The County received a PS&E allocation (\$65,000) in December of 2012 and a Supplemental PS&E allocation (\$183,000) in August 2013. The County was required to adjust the bridge profile due to the Central Valley Flood Protection Board requirements of providing a three-foot freeboard above the 100-year flood event. Adjustment of the bridge's profile was necessary to comply with this requirement. The County requested a Federal State Transportation Improvement Program amendment in December 2013 for the additional funding. This delayed the project by six months.</p> <p>The County continued moving forward on the design and updating the construction estimate of alternatives including identifying potential changes in alignment and various approach lengths for attainable tie-in. The profile grade changes raised concerns due to their larger footprint. The County proceeded with both profile grades to determine the best design solution. The attainable tie-ins were approved by the Highway Bridge Program in July 2015 and the determination to advance the original scope was approved in December 2015; thus delaying the project by 11 months.</p> <p>The design plans are currently at 65 percent. The County is working with their design consultant on contract amendments to increase the scope of work to incorporate the additional workload; including the new 2015 Design Standards with Load & Resistance Factor Design. The County anticipates amending the contract by April 2017, completing final design by October 2017 and obtaining County Counsel approval of final plans by December 2017. Therefore, the County is requesting an 18-month extension from June 30, 2016 to December 31, 2017.</p>			

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 29-30, 2016

Reference No. 2.8g.
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 PROJECT EXPENDITURE FOR SHOPP PROJECT
WAIVER 16-32**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) extend the period of project expenditure for project development for 20 months for the Ferguson Slide Rockshed (PPNO 0280) on Route 140 in Mariposa County.

ISSUE:

The project was programmed in FY 2015-16 for \$8,600,000 for the Plans, Specifications and Estimate (PS&E) phase. The scope would remove the existing slide material blocking the highway and constructing a 2-lane rockshed structure on the original alignment. The project construction has been split into two construction projects through the Construction Manager/General Contractor (CMGC) process. Phase 1 was awarded in the Spring of 2015 and most of the slide material was removed from the highway and a cable net drapery was installed on the slope. In November 2015, a significant rockslide occurred at the project site. The Department determined that the construction of the rockshed could not continue until the slide becomes stable. This caused the suspension of the rockshed project. The project will need to undergo ongoing geotechnical soil monitoring and be re-scoped. The Department is requesting a 20 month extension from June 30, 2016 to develop and analyze the geotechnical information, determine the feasibility of the rockshed alternative, and program the project's construction phase with a future SHOPP action.

BACKGROUND:

Current STIP Guidelines, Resolution G-13-07, stipulate that funds programmed for all components of local grant projects or Department construction and construction support costs are available for allocation only until the end of the fiscal year identified in the STIP. The Commission may approve a waiver to the timely use of funds deadline for allocation one time only for up to 20 months in accordance with Section 14529.8 of the Government Code. Although this is a SHOPP project, the rules for the lapsing of SHOPP projects is consistent with the Timely Use of Funds for STIP. This project will not be requesting a capital construction allocation nor a time extension by the due date of June 30, 2016. As such by the rules of the Timely Use of Funds, the project and all components will lapse. The Department would like to extend the PS&E component on the Ferguson Slide Project to identify a new scope and schedule of work to complete this permanent restoration project in a timely manner.