

MEMORANDUM

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: March 16-17, 2022

From: STEVEN KECK, Chief Financial Officer

Reference Number: 3.9, Information Item

Prepared By: James R. Anderson, Chief
Division of Financial Programming

Subject: **PROPOSITION 1B – SEMI-ANNUAL REPORTS – FISCAL YEAR 2021-22**

SUMMARY:

The attached package includes the California Department of Transportation's reports for the Proposition 1B Bond Program. These reports have been discussed with California Transportation Commission's (Commission) staff and will be presented as an informational item at the March 16-17, 2022 Commission meeting.

The Proposition 1B Fiscal Year 2021-22 First Semi-Annual Reports are in the following order:

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

BACKGROUND:

As approved by the voters in the November 2006 general election, Proposition 1B enacts the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 to authorize \$19.925 billion of state general obligation bonds for specified purposes, including: high-priority transportation corridor improvements, State Route 99 corridor enhancements, trade infrastructure and port security projects, school bus retrofit and replacement purposes, State Transportation Improvement Program augmentation, transit and passenger rail improvements, state-local partnership transportation projects, transit security projects, local bridge seismic retrofit projects, highway-railroad grade separation and crossing improvement projects, state

“Provide a safe and reliable transportation network that serves all people and respects the environment.”

highway safety and rehabilitation projects, local street and road improvement projects, congestion relief, and traffic safety. The attached reports are submitted in compliance with the Bond Accountability Plan as outlined by the Commission in the Program Guidelines, requiring status report at least semi-annually.

Attachments

Proposition 1B – Corridor Mobility Improvement Account Program Report

CMIA Program at a Glance

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.

Number of Completed Contracts 123 with \$4,100 million CMIA funds

Active Projects

Number of Active Contracts 6 - See page-3

Unallocated Projects

N/A

Changes from Last Report

None.

Corrective Action Plans

Major Project Issues

Project # 89: Gerald Desmond Bridge (Also in the TCIF program) – \$47,960,000 in additional SHOPP were allocated at the October 2016 CTC meeting. The funds were used for Redesign of the tower - Construction Capital and Capital Outlay Support oversight to complete the project. The Main Span Bridge Released for Construction design was delayed as well as the main towers construction, the estimated end of construction date is February 28, 2022.

Project Action Plans

Project # 15.2 – Highway 101 Marin-Sonoma Narrows (MSN), Contract A – Project overrun (Con Cap \$11,433) will be addressed with non-bond funds. The MSN B2 construction capital has multiple funding sources and percent split by funding source caused over expenditure for CMIA funding source. The project expenditures are still under the project budget. Expenditure adjustments will be completed as soon as possible.

Corridor Mobility Improvement Account Program (CMIA)

Program Funding:

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 totaling \$67 million were allocated to ongoing 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.

CMIA Bond Program Funding and Contributor Funds:

In the CMIA bond program's \$4,500 million budget, \$4,477 million has been allocated to projects from the CMIA bond program funds. In addition, \$7,888 million has been committed from other contributor funds to increase the total value of projects in the CMIA bond program to \$12,365 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.

Project # 7.5 – State Route 4 Bypass Sand Creek Road Interchange in Contra Costa County EA:04-24657 – Project overrun (Con Sup \$1,179) will be addressed with non-bond funds. The expenditure adjustments will be completed as soon as possible.

Project # 67 – North Project Phase B Airport I/C. Route 101, Between Airport BLVD IC and Windsor River Road UC in Sonoma County EA:04-3A23U – Project overrun (Con Sup \$14,920) will be addressed with non-bond funds. The expenditure adjustments will be completed as soon as possible.

CMIA Project Status:

Total number of CMIA Corridor Projects Programmed	90
<ul style="list-style-type: none"> Total amount of CMIA Funds Programmed 	\$4,477 Million
<ul style="list-style-type: none"> Total Project Cost 	\$12,365 Million
Total number of Construction Contracts resulting from some Corridor Projects constructed in stages	129
Number of Contracts currently in construction	4
<ul style="list-style-type: none"> Amount of CMIA Funds 	\$65 Million
<ul style="list-style-type: none"> Total Project Cost 	\$1,383 Million
Total number of Construction Contracts (CCA) completed	125
<ul style="list-style-type: none"> Amount of CMIA Funds 	\$4,412 Million
<ul style="list-style-type: none"> Total Project Cost 	\$10,983 Million
Number of Project Bond Dollar Over Expended (See Corrective Actions below if required)	3
Number of Delinquent Final Delivery Reports	4

Comments:

None

Program Savings:

Administration savings of \$67 million and project closeout savings of \$19.4 million (Total of \$86.4 million) in the CMIA program was re-allocated to ongoing projects.



Active Projects Status and Detail: Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY	AGENCY	PROJECT DESCRIPTION (EA NUMBER)	TOTAL PROJECT COST X \$1,000	CMIA PROJECT COST X \$1,000	DATE OF ALLOCATION	AWARD DATE	APPROVED CONST COMPLETE DATE	CURRENT CONST COMPLETE DATE	CONST % COMPLETE	CONST SUPPORT BUDGET X \$1,000	CONST SUPPORT EXPENDED X \$1,000	CONST CAPITAL BUDGET X \$1,000	CONST CAPITAL EXPENDED X \$1,000	SCHEDULE
13.3	07	LA	Caltrans	Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project #3 (EA 1218W)	\$402,385	\$64,713	05/23/12	11/29/12	05/30/16	07/14/22	94	\$43,211	\$44,469	\$232,506	\$250,022	▶
14.2	07	LA	Caltrans	I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project #2 (EA 21592)(U)	\$631,125	-	06/23/15	03/14/16	03/31/17	07/14/23	87	\$34,534	\$30,290	\$170,000	\$138,061	▶
14.5	07	LA	Caltrans	I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project #5 (EA 21595)	\$211,747	-	08/06/13	04/24/14	12/01/16	03/30/22	95	\$25,768	\$29,833	\$116,632	\$92,461	▶
89	LA	SD	Port of Long Beach	Gerald Desmond Bridge (Design Build) (EA 22830)	\$1,336,061	\$153,657	10/24/12	10/01/12 06/11/13	03/22/19	10/08/22	99	\$97,000	\$107,586	\$864,260	\$691,107	▶
TOTAL					\$2,581,318	\$218,370										

● Project is on time, on budget, or within scope.
 ▶ Project Closeout is delayed by 6 months or longer.



**Proposition 1B - State Route 99 Program Report
Progress Report: July 1, 2021 to December 31, 2021**

SR 99 Program at a Glance

A total of 26 projects received \$978.5 Million SR99 bond program funds. Some projects were constructed in stages, resulting in a total of 33 construction contracts being administered.

Number of Completed Contracts: 28 with \$947 Million SR99 funds.

Active Projects

Number of Active Contracts: 5 with \$33.7 Million SR99 funds
See page 3.

Unallocated Projects

3 Projects were programmed for Preliminary Engineering, Right of Way support and capital with \$9.96 Million SR99 funds

See page 3 of this report.

Changes from Last Report

No new projects were allocated since the last report.

Corrective Action Plans

N/A

**State Route 99 Program
(SR99)**

Program Objectives:

In the SR99 bond program's \$1 billion budget, \$978.5 million has been allocated to projects from SR99 bond program funds. Of the \$978.5 million, \$776.5 million was allocated for construction, \$202 million has been allocated for right of way and engineering support costs, \$6 million is set aside for bond administrative costs, leaving \$15.5 million uncommitted. In addition, \$779 million has been committed from other contributor funds to increase the total value of projects in the SR99 bond program to \$1,759 million.

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.

SR 99 Project Status:

Total number of SR 99 Projects Programmed	29
• Total amount of SR 99 Funds Programmed	\$978.5 Million
• Total Project Cost	\$1,759 Million
Total number of Construction Contracts resulting from some Projects constructed in stages	33
Number of Contracts currently not Awarded	3
• Amount of SR 99 Funds	\$6 Million
• Total Project Cost	\$284.7 Million
Number of Contracts currently in Construction	2
• Amount of SR 99 Funds	\$24 Million
• Total Project Cost	\$139 Million
Total number of Construction Contracts (CCA) completed	28
• Amount of SR 99 Funds	\$947 Million
• Total Project Cost	\$1,338 Million
Number of Delinquent Final Delivery Reports	0

Comments:

None

Program Amendments:

None

Program Savings:

In the SR99 bond program budget, \$776.5 million was allocated for construction. In addition, \$202 million has been allocated for right of way and engineering support costs. \$6 million is set aside for bond administrative costs, leaving \$15.5 million uncommitted.

Active Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY	AGENCY	Project Description	TOTAL PROJECT COST X \$1,000	TOTAL SR 99 FUNDS X \$1,000	ALLOCATION	AWARD DATE	AWARD % COMPLETE	APPROVED CCA	CURRENT CCA	CCA % COMPLETE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT
25	10	Mer	Caltrans	Livingston Widening Northbound (EA: 0Q121)	\$45,950	\$8,716	10/17/18	12/14/19	100	4/30/21	7/19/22			4/7/25	
26	6	Mad	Caltrans	Madera 99 Widening (EA:47090)	\$92,567	\$14,970	10/17/18	3/15/19	100	7/1/22	7/1/22			7/1/26	
27	6	Mad	Caltrans	South Madera 6-Lane (EA:0H220)	\$188,373	\$3,060	-	-	-	7/1/26	7/1/27	-		2/1/30	
28	6	Tul	Caltrans	Tulare City Widening (EA:48950)	\$126,520	\$2,070	-	7/1/24	-	7/1/26	3/15/29	-		2/1/30	
29	10	Mer	Caltrans	Plainsburg-Arboleda Mitigation Planting (EA:1K090)	\$4,834	\$4,834	-	6/22/23	-	5/22/29	5/22/27	-		4/22/33	

Completed Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY	AGENCY	PROJECT DESCRIPTION	TOTAL PROJECT COST X \$1,000	TOTAL SR 99 FUNDS X \$1,000	ALLOCATION	AWARD DATE	CONSTRUCTION COMPLETE DATE	FINAL DELIVERY REPORT	APPROVED CLOSEOUT	CURRENT CLOSEOUT
1	3	But	Caltrans	Butte SR 99 Chico Auxiliary Lanes – Phase II	\$38,349	\$20,969	1/20/11	7/8/11	2/18/15	●	10/15/15	4/30/23
2	6	Fre / Mad	Caltrans	Island Park 6-Lane – Corridor Project	\$85,927	\$85,927	1/13/10	8/10/10	5/20/16	●	7/1/18	7/1/20
3	6	Mad	Caltrans	Reconstruct Interchange at Avenue 12	\$93,802	\$59,402	6/27/12	12/7/12	6/13/16	●	8/1/17	4/1/20
4	10	Mer	Caltrans	Arboleda Road Freeway	\$115,560	\$79,227	12/15/11	5/14/12	5/18/15	●	5/1/16	12/1/23
5	10	Mer	Caltrans	Freeway Upgrade & Plainsburg Road I/C	\$70,911	\$60,169	2/23/12	7/12/12	5/10/16	●	8/1/16	12/30/22
6	3	Sac	Caltrans	Add Aux Lane Calvine to North of Mack Rd on 99	\$7,446	\$5,806	2/25/10	6/23/10	2/1/13	●	10/1/14	9/29/16
7	3	Sac	Sac Co	SR 99/Eiverta Rd. Interchange	\$32,470	\$18,529	2/23/12	5/28/12	3/7/14	●	7/1/14	7/1/20
8	10	SJ	Caltrans	SR 99 (South Stockton) Widening	\$210,358	\$128,156	6/27/12	12/3/12	9/20/17	●	8/2/18	3/9/22
9	10	SJ	Caltrans	SR 99 Widening in Manteca and San Joaquin - Corridor Project	\$152,524	\$83,205	12/15/11	3/27/12	12/15/15	●	7/1/15	12/31/21
10	3	Sut	Caltrans	SR 99 / Riego Road Interchange	\$31,082	\$19,264	3/29/12	10/1/12	6/30/15	●	1/1/17	4/1/22
11	3	Sut	Caltrans	Sutter 99 Segment 2	\$53,211	\$50,790	1/13/10	7/14/10	5/15/15	●	5/1/14	4/30/19
12	2	Teh	Caltrans	Cartmill Interchange	\$7,574	\$4,705	1/25/12	5/31/12	5/15/13	●	12/31/13	2/28/14
13	6	Tul	Caltrans	Goshen to Kingsburg 6-Lane - Corridor Project	\$110,005	\$95,680	5/20/10	1/4/11	8/1/18	●	5/1/21	10/2/20
14	3	Sut	Caltrans	SR 99/113 Interchange	\$17,244	\$15,344	6/27/12	10/16/12	8/13/14	●	12/1/16	12/1/15
15	6	Tul	Caltrans	Tulare to Goshen 6 Ln	\$52,707	\$46,927	6/27/12	12/7/12	6/24/16	●	12/31/17	7/1/22
16	6	Ker	Caltrans	South Bakersfield Widening	\$27,130	\$24,380	6/27/12	10/24/12	9/18/14	●	11/15/16	3/23/18
17	10	Sta	Sta Co	Kiernan IC	\$42,849	\$33,401	6/27/12	12/11/12	10/17/17	●	1/22/18	9/15/21
18	6	Ker	Caltrans	North Bakersfield Widening	\$10,054	\$8,854	10/24/12	2/21/12	7/10/14	●	12/1/15	10/6/16
19	10	Mer	MCAG	Merced Atwater Expwy Ph 1A	\$61,010	\$41,651	3/5/13	6/19/13	10/12/16	●	12/1/16	3/1/21
20	3	Sac	Elk Grove	Elk Grove Blvd SR99 IC	\$8,981	\$5,000	3/5/13	8/1/13	10/16/15	●	12/1/14	1/31/18
21	3	Sac	City of Sac	Elkhorn Blvd IC	\$1,930	\$1,108	5/7/13	7/1/13	7/30/15	●	12/1/14	2/1/19
22	10	Sta	City of Modesto	Pelandale Ave IC	\$53,715	\$40,130	10/8/13	3/12/14	6/30/17	●	12/1/18	5/3/21
23	6	Tul	City of Tulare	Cartmill Interchange	\$36,050	\$7,000	1/29/14	6/3/14	6/7/16	●	7/1/18	7/20/23
24	3	Sac	Caltrans	West Elkhorn Auxiliary Lanes (EA:1H380)	\$7,095	\$5,295	3/29/18	5/10/18	8/22/19	●	7/1/24	

● Final Delivery Report has been completed
 ◆ Final Delivery Report is past due
 X Final Delivery Report is being reviewed



Proposition 1B – Local Bridge Seismic Retrofit Program, Program Report
Progress Report: July 1, 2021 to December 31, 2021

LBSRP Program at a Glance

- Pre-strategy complete 375 bridges
- Construction completed 323 bridges
- 17 bridges in construction
- 34 bridges in post-strategy design

Active Projects

There are 51 active projects. The ten longest delivery schedules as reported by the local agencies. See page 3.

Programming and Allocation FFY 2022

There are 14 bridges that are programmed for delivery in FFY 2022. These projects are locked in for delivery in FFY 2022 and local agencies will not be allowed to change their schedules. See page 5.

0 Projects that were Programmed Projects that had Advanced Sub-allocation in FFY 2022.

1 project completed major project delivery milestones that completed construction. See page 3.

Bond funds committed and expended table. See page 7.

Local Bridge Seismic Retrofit Program (LBSRP)

Program Objectives

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 375.



Local Bridge Seismic Retrofit Program Status

First Semi-Annual Fiscal Year 2021-22

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 374. This quarter one City of Oceanside's bridge was reinstated in the program; therefore, this report will reflect the program delivery of 375 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 shortfall in required local match; however, projected costs currently do not show a shortfall. 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 \$13.50 million, \$21.0 million, \$12.15 million, \$5.15 million, \$4.04 million, \$11.20 million, \$7.03 million, \$10.24 million, \$9.79 million, \$2.19 million, \$5.44 million, \$5.32 million, and \$10.66 million bond funds for Fiscal Years (FYs) 2007-08, 2008-09, 2009-10, 2011-12, 2012-13, 2013-14, 2014-15, 2015-16, 2016-17, 2017-18, 2019-20, 2020-21 and 2021-22 respectively. The Department did not request a bond allocation from the Commission for FY 2010-11 and FY 2018-19. 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 previous FYs will not be available for future years.

Consistent with the LBSRA Guidelines, the Department has exchanged \$24.30 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, \$21.88 million of State match funds and \$70.30 million of seismic bond funds have been sub-allocated to local agency bridges for a total of \$92.18 million. The match needs for FY 2010/11 and 2018/19 used state funds remaining from the exchange mentioned above.

This report satisfies the Commission's Semi-Annual reporting requirement for Proposition 1B Semi-Annual 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 375 bridges in the program, the design phase has been completed on 340 bridges, construction is underway on 17 bridges, and retrofit is complete on 323 bridges.

Caltrans and local agencies with seismic retrofit bridge projects that are not authorized for construction by December 31st, 2019 must have signed Project Delivery Agreements (PDA). In the previous semi-annual report, we had reported that 39 bridges within 21 local agencies signed an agreement. Since then, one bridge was reinstated in the program and finalized a PDA. As of today,

40 bridges within 21 local agencies have signed PDAs.

Project Benefits

The result of seismically retrofitted bridges are bridges that are safe from collapse during a credible earthquake.

FFY 2022 Bond Program Accomplishments

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

Local agencies have identified 14 bridges to be delivered in FFY 2022.

The following bridges completed major project delivery milestones in the last 6 months:

Local Agency	Br. No.	Project	Milestone
Imperial County	58C0094	Winterhaven Drive	Completed

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 6/30/21	Design Phase (% Complete) as of 12/31/21
04	Sonoma County	20C0018	Bohemian Highway	\$1,912,508	9/30/27	28	30
11	Oceanside	57C0010	Douglas Drive	\$2,090,866	8/26/26	0	0
11	Oceanside	57C0322	Hill Street	\$7,800,000	10/31/2025	0	38
08	Lake Elsinore	56C0309	Auto Center Drive	\$379,794	8/9/24	8	25
07	Los Angeles County	53C1403	The Old Road	\$289,044	10/5/23	85	89
11	Imperial County	58C0014	Forrester Road	\$725,569	9/21/23	0	0
07	Los Angeles County	53C0084	Slauson Avenue	\$207,148	8/31/23	100	100
08	Colton	54C0100	Mount Vernon Avenue	\$71,285	7/1/23	10	10
08	Colton	54C0101	Mount Vernon Avenue	\$19,384	7/1/23	10	100
01	Humboldt County	04C0055	Mattole Road	\$688,200	5/31/23	65	65

Program Management

The following table shows the list of LBSRP bridges that were programmed for delivery in FFY 2021. 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. 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 2021

District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bonds sub-allocated as of 12/31/2021	State funds programmed	State funds allocated as of 12/31/2021
01	Mendocino County	10C0034	Eureka Hill Rd. over Garcia River	CON	\$202,876	\$202,876		
02	Tehama County	08C0043	Jellys Ferry Road (AC Conversion)	CON	\$1,580,000**	\$1,804,521		
04	San Francisco County Transportation Authority	01CA0002	West Bound I-80 on ramp West of Yerba Buena Island	R/W			\$43,815	
04	Sonoma County	20C0262	Boyes Boulevard (AC Conversion)	CON	\$55,745**	\$73,809		
04	Orinda	28C0330	Miner Road	R/W			\$5,735	\$5,735
04	Orinda	28C0331	Bear Creek Road	R/W			\$5,735	\$5,735
07	Los Angeles	53C1880	Sixth Street, over Los Angeles River (AC Conversion)	CON	\$2,591,212	\$2,591,212		
08	Indio	56C0292	North Bound Indio Boulevard	CON	\$241,868	\$241,868		
10	Stanislaus County	38C0010	Crows Landing (AC Conversion)	CON	\$573,500	\$573,500		
11	Imperial County	58C0094	Winterhaven Drive (AC Conversion)	CON	\$77,560**	\$95,454		
			TOTAL		\$5,322,761	\$5,583,240	\$55,285	\$11,470

** Projects had cost increases

Programmed Projects that had Advanced Sub-allocation in FFY 2021

District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Funds Sub-Allocated as of 9/30/21	State Funds
				Total			

Allocation Summary FFY 2021

	Funds allocated for FY 2020-21	Sub-allocation as of 09/30/2021				Remaining Allocation for FFY 2021
		Projects programmed in FFY 2021		Projects advanced to FFY 2021		
		Number of Projects	Amount	Number of projects	Amount	
Bond	\$5,322,761	7	\$5,583,240**			\$0
State	\$2,517,451*	2	\$11,470			\$2,505,981
Total	\$7,840,212	9	\$5,594,710			\$2,505,981

*Remaining state allocation carried over from FY 2008-09

**Due to project cost increases

The following projects are locked in for delivery in FFY 2022 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 2022

District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bonds sub-allocated as of 12/31/2021	State funds allocated as of 12/31/2021
01	Mendocino County	10C0034	Eureka Hill Road	CON	\$45,880		
02	Tehama County	08C0043	Jelly's Ferry Road	CON	\$1,221,337		
04	Contra Costa County	28C0442	Marsh Drive	CON	\$229,400		
04	Oakland	33C0215	Leimert Boulevard	CON	\$624,111		
04	Orinda	28C0330	Miner Road	CON	\$38,352		
04	Orinda	28C0331	Bear Creek Road	CON	\$68,247		
04	San Francisco County Transportation Authority	01CA0002	Starting on the westbound I-80 on-ramp from entrance to SFOBB to 2,000' north of SFOBB.	RW	\$43,815		
04	San Francisco County Transportation Authority	34U0003	Ramps on East side of Yerba Buena Island Tunnel at SFOBB on/off of I-80 (YBI1B)	CON	\$795,445		
04	Sonoma County	20C0155	Wohler Road	CON	\$1,591,563		
05	Santa Barbara County	51C0006	Floradale Avenue	CON	\$611,351		
07	Los Angeles	53C1880	Sixth Street	CON	\$2,772,597		
08	Indio	56C0292	North Bound Indio Boulevard	CON	\$167,267		

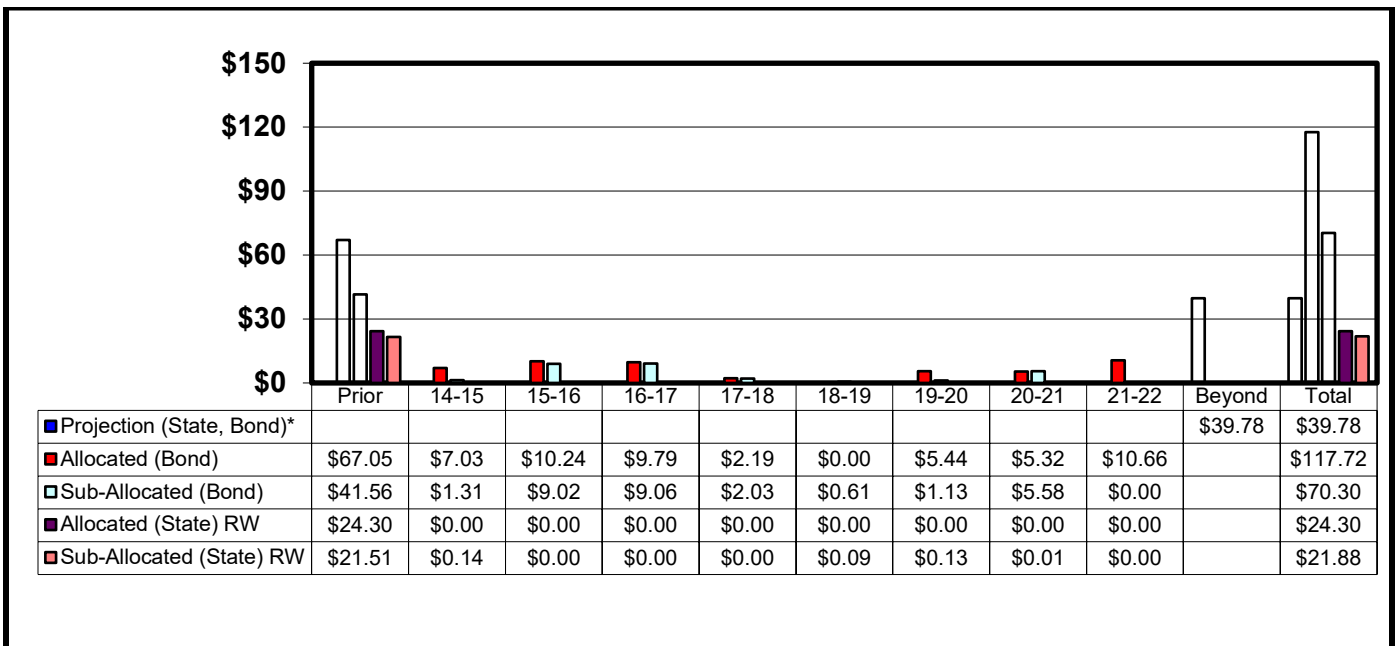
District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bonds sub-allocated as of 12/31/2021	State funds allocated as of 12/31/2021
08	San Bernardino County Transportation Authority	54C0066	Mount Vernon Avenue	CON	\$1,835,190		
10	Stanislaus County	39C0001	River Road	RW	\$31,657		
10	Stanislaus County	38C0004	Hickman Road	CON	\$582,103		
			TOTAL		\$10,658,315		

Allocation Summary FFY 2022

	Funds allocated for FY 2021-22	Sub-allocation as of 12/31/2021				Remaining Allocation for FFY 2022
		Projects programmed in FFY 2022		Projects advanced to FFY 2022		
		Number of Projects	Amount	Number of projects	Amount	
Bond	\$10,658,315	0	\$0			\$10,658,315
State	\$2,505,981*	0	\$0			\$2,505,981
Total	\$13,164,296	0	\$0			\$13,164,296

*Remaining state allocation carried over from FY 2008-09

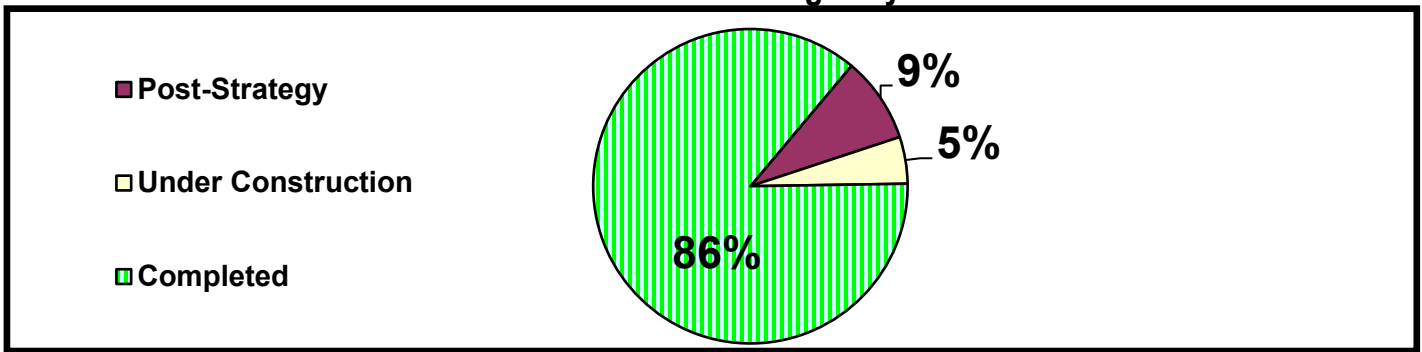
LBSRP Bond and State Capital Allocations (millions)



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 and cash managed projects. 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 in one fiscal year. Therefore, the need for bond funds matching federal funds for these cash managed projects will be well beyond the 2022 federal fiscal year

Number of Bond Funded Bridges by Phase



Bond Funds Committed and Expended (millions)

Component	Available	CTC Allocated	Sub-Allocated
LBSRP Bond RW & Const.	\$122.50	\$117.72	\$70.30
State RW & Const.	\$32.90	\$24.30	\$21.88
Total	\$155.40	\$142.02	\$92.18
Bond Administrative Cost	\$2.5	\$2.5	\$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	6	1	62	69
Department of Water Resources	1	0	0	0	23	23
BART	1	0	0	0	152	152
San Francisco (YBI)		0	8	1	0	8
All Other Agencies	59	0	20	15	88	123
Total	63	0	34	17	323	375
Status per June 30, 2021	63	0	33	18	322	374
Status per December 31, 2020	63	0	36	17	320	375

Some agencies have requested to Re-Strategy two bridges that completed 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 were not awarded 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	1		Peninsula Joint Power Board	Funded by local funds	377
377	1		City of Fairfax	Funded by other Sources	376
376	1		City of Santee	No Retrofit needed	375
375	1		City of Barstow	No Retrofit needed	374
374		1	City of Oceanside	Reinstated in Program	375

375 Bridges Remaining in the Program – 323 Bridges Completed = 51 Bridges in Progress

**Proposition 1B - State and Local Partnership Program Report
Progress Report: July 1, 2021 to December 31, 2021**

SLPP Program at a Glance

- 257 SLPP Projects Programmed using \$980 million in SLPP Formula and Competitive funds.
 - 185 SLPP Projects were Programmed with \$930 million in Formula funds.
 - 72 SLPP Projects were Programmed with \$50 million in Competitive funds.
- 253 of these Projects have Completed Construction using \$858.7 million SLPP Formula and Competitive funds.

Active Projects

- There are four active projects. See page 3.

Projects in Closeout

- There are six projects in closeout. See page 4.

Changes from Last Report (2)

1. Positive Train Control – scope was increased with Proposition 1A savings, so completion percentage and schedule have changed and been approved by CTC.
2. Seven Final Delivery Reports were received, three were approved and four were sent back for corrections.

Corrective Actions (1)

1. Doyle Drive – Project was complete with construction in May 2019, there hasn't been a Final Delivery Report submitted yet.

State and Local Partnership Program (SLPP)

Program Objectives: The SLPP was set at \$200 million (M) each year for five years, for a total of \$1 billion. It is split into two sub-programs, a “formula” based program and 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. No single SLPP competitive grant could exceed \$1M. 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. The final year for allocations of SLPP projects was FY 12/13. Based on guidelines and legislation, the remaining funds after final expenditures are no longer available for programming. Baseline Agreements are not required for SLPP projects.

SLPP Formula Project Status:

Total number of SLPP Formula Projects Programmed	185
• Total amount of SLPP Formula Funds Programmed	\$930M
Projects Currently in Construction	4
• Amount of SLPP Formula Funds	\$103.8M
Projects in Final Closeout	5
• Amount of SLPP Formula Funds	\$130.8M
Number of Delinquent Final Delivery Reports (See Construction Complete chart on page 4)	1
Projects Completed and Closed	176
• Amount of SLPP Formula Funds	\$678.6M
Total Project Cost of Completed Projects	\$7.8B

SLPP Competitive Project Status:

Total number of SLPP Competitive Projects Programmed	72
• Total amount of SLPP Competitive Funds Programmed	\$50M
Projects Currently in Construction	0
• Amount of SLPP Competitive Funds	\$0
Projects in Final Closeout	1
• Amount of SLPP Competitive Funds	\$1M
Number of Delinquent Final Delivery Reports (See Corrective Actions below if required)	0
Projects Completed and Closed	71
• Amount of SLPP Competitive Funds	\$48.3M
Total Project Cost of Completed Projects	\$537M

SLPP Active Projects - Status and Detail: Scope Budget and Schedule

DIST	COUNTY	AGENCY	PROJ ID	PROJECT NAME/ (SLPP Cycle) Formula or Competitive	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	ESTIMATED CON COMPLETION DATE	SCOPE	BUDGET	SCHEDULE
4	SM	PCJPB	7514	Positive Train Control (4,5)F	\$227,691	\$203,700	\$6,300	Oct-11	Oct-11 Mar-13	90%	Jan-24	●	●	●
4	SCL	Santa Clara Vly Trans Auth	7534	BART – Vehicle Procurement (4,5)F	\$213,112	\$213,112	\$34,865	Jun-12	May-13 May-13	38%	May-24	●	●	●
7	LA	LACMTA	7695	Crenshaw LAX Transit Corridor (5)F	\$1,762,725	\$1,571,975	\$49,529	Jul-13	May-13	99%	Nov-22	●	●	●
7	LA	Caltrans		I-5 HOV Empire Ave I/C (4)F	\$341,859	\$195,787	\$13,061	Oct-12	May-12	94%	Apr-23	●	●	●
Totals					\$2.56B	\$2B	\$103.8M							

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is unavailable or needs further action. See Corrective Actions.
▶ Project Closeout is delayed by 12 months or longer.



SLPP Projects – CONSTRUCTION COMPLETE – Closeout in progress

DIST	COUNTY	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle) Formula or Competitive	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	SCOPE	BUDGET	SCHEDULE
4	CC	CCTA		SR4 East Widening Segment 3B (5)F	\$88,161	\$76,740	\$5,868	Oct-12	Aug-12	100%	Oct-19	●	●	☒
4	Vari	Bay Area Rapid Transit	7489	BART - Warm Springs Extension (1,2,3,4,5)F	\$890,000	\$746,904	\$99,180	Jun-11	Jan-10 Jan-10 Jan-11 Oct-11 Sep-12	100%	Dec-18	●	●	☒
4	SF	Caltrans	7698	Doyle Drive (5)F P3 project	\$849,169	\$605,799	\$19,366	Jan-11	Jun-13	100%	Mar-19	●	●	▶
4	SON	Caltrans		101-Petaluma River Bridge (4)F	\$127,347	\$77,000	\$1,865	Oct-12	May-12	100%	Jun-17	●	●	☒
8	SBD	SANBAG	7538	I-15/Ranchero Rd Interchange (4)F	\$57,622	\$44,221	\$4,550	Nov-12	May-12	100%	Dec-15	●	●	☒
8	SBD	City of Rancho Cucamonga	7635	I-15 Baseline Rd Interchange Improvements (5)C	\$50,883	\$37,983	\$1,000	Apr-14	Jun-13	100%	Sep-18	●	●	☒
Totals					\$2B	\$1.6B	\$131.8M							

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is unavailable or needs further action.
▶ Project Closeout is delayed by 12 months or longer.
☒ Closeout documents have been received and are being reviewed.



**Proposition 1B – Traffic Light Synchronization
Program Report
Progress Report: Jul. 1, 2021 to Dec. 31, 2021**

TLSP Program at a Glance

- The program is fully allocated and the initial program of 81 projects have completed construction
- The CTC has now allocated a total of \$244,997,234 to 83 projects: City of Los Angeles has received allocations for 23 projects totaling \$146,998,411 and other agencies have received allocations for 60 projects totaling \$97,998,823
- De-allocated savings for the City of Los Angeles: \$1,589
- De-allocated savings for other agencies: \$1,177
- Total unprogrammed savings: \$2,766 (bond administration costs not included)
- TLSP Close-Out Policy was adopted at a prior CTC meeting

Active Projects

- ATSAC – Advanced Transportation Infrastructure for the City of Los Angeles began construction June 23, 2021
- SMART Corridor – South San Francisco Expansion project for C/CAG and the City of South San Francisco began construction in November 2021

Changes from Last Report

- C/CAG and the City of South San Francisco's final \$3.598 million project SMART Corridor – South San Francisco Expansion was allocated at the January 2021 CTC meeting

**Traffic Light
Synchronization
Program (TLSP)**

Program 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 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 approved 22 TLSP projects for the City of Los Angeles, and 59 additional TLSP projects for agencies other than the City of Los Angeles.

TLSP Corrective Actions:

- None

TLSP City of Los Angeles Project Status:

Total number of TLSP Projects Allocated	23
• Total amount of TLSP Projects Allocated	\$146,998,411
Projects Currently in Construction	1
• Amount of TLSP Allocation	\$18,361,000
Projects in Final Closeout	0
• Amount of TLSP Allocation	n/a
Number of Delinquent Final Delivery Reports (See Corrective Actions below)	0
Projects Completed and Closed	22
• Amount of TLSP Allocation	\$128,637,411
Total Construction Cost of Completed Projects	\$138,922,113

TLSP Other Agencies Project Status:

Total number of TLSP Projects Allocated	60
• Total amount of TLSP Projects Allocated	\$97,998,823
Projects Currently in Construction	1
• Amount of TLSP Allocation	\$3,598,000
Projects in Final Closeout	0
• Amount of TLSP allocation	n/a
Number of Delinquent Final Delivery Reports (See Corrective Actions below)	0
Projects Completed and Closed	59
• Amount of TLSP Allocation	\$94,400,823
Total Construction Cost of Completed Projects	\$142,252,770

Comments:

- City of Los Angeles' final project began construction June 23, 2021
- Final project for Other Agencies construction began in November 2021

Active Projects - Status and Detail: Scope, Budget and Schedule

DIST	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONST COST X \$1,000	TLSP ALLOC X \$1,000	CURRENT TLSP EXPEN X \$1,000	APPR BEGIN CONST/ AWARD DATE	DATE OF ALLOC	CONST % COMPL	DATE CONST COMPL	SCOPE	BUDGET	SCH
4	SM	SSF-San Mateo C/CAG**	7001	SMART Corridor – South San Francisco Expansion	\$7,019	\$3,598	\$360	Nov-21	Jan-21	3%		●	●	●
7	LA	Los Angeles	7000	ATSAC Advanced Transportation Infrastructure	\$18,761	\$18,361	\$0	Jun-21	Dec-20	0%		●	●	●
Totals					\$25,780	\$21,959	\$0							

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is unavailable or needs further action. See Corrective Actions.
▶ Project Closeout is delayed by 6 months or longer.

* *Represents projects that are segmented or phased, and/or have multiple funding sources.



Completed Projects – FINAL DELIVERY REPORT IS DUE

There are no outstanding final delivery reports.

Completed Projects – City of Los Angeles

DIST	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONST COST X \$1,000	TLSP ALLOC X \$1,000	FINAL TLSP EXPEN X \$1,000	DATE OF ALLOC	DATE CONST COMPL
7	LA	Los Angeles	6762	ATCS - Echo Park / Silver Lake	\$3,215	\$3,215	\$3,215	Dec-08	Aug-12
7	LA	Los Angeles	6764	ATCS - Santa Monica Fwy Corridor Phase 1	\$4,576	\$4,577	\$4,576	Jun-12	Apr-15
7	LA	Los Angeles	6765	ATCS - Santa Monica Fwy Corridor Phase 2	\$4,018	\$4,019	\$4,018	Dec-13	May-16
7	LA	Los Angeles	6766	ATCS - West Adams	\$2,292	\$2,293	\$2,292	Jun-14	Mar-18
7	LA	Los Angeles	6826	ATCS - Echo Park / Silver Lake Phase 2	\$3,028	\$3,028	\$3,028	Mar-15	Jul-17
7	LA	Los Angeles	6768	ATCS - Wilshire East	\$4,349	\$4,349	\$4,349	Feb-14	Jul-16
7	LA	Los Angeles	6767	ATCS - Westwood / West Los Angeles	\$2,629	\$2,629	\$2,629	Jun-12	Oct-14
7	LA	Los Angeles	6769	ATSAC - Canoga Park	\$9,051	\$9,051	\$9,051	Jan-11	Oct-14
7	LA	Los Angeles	6770	ATSAC - Canoga Park Phase 2	\$8,899	\$8,900	\$8,899	Jan-11	Jul-14
7	LA	Los Angeles	6771	ATSAC - Foothill	\$8,615	\$8,616	\$8,615	Oct-11	Sep-14

Completed Projects – City of Los Angeles (continued)

DIST	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONST COST X \$1,000	TLSP ALLOC X \$1,000	FINAL TLSP EXPEN X \$1,000	DATE OF ALLOC	DATE CONST COMPL
7	LA	Los Angeles	6772	ATSAC - Harbor - Gateway 2	\$7,899	\$7,899	\$7,899	Apr-10	Jul-14
7	LA	Los Angeles	6773	ATSAC - Pacific Palisades / Canyons	\$6,992	\$6,922	\$6,922	Jan-11	Feb-15
7	LA	Los Angeles	6774	ATSAC - Platt Ranch	\$4,359	\$4,359	\$4,358	May-09	Dec-12
7	LA	Los Angeles	6775	ATSAC - Reseda	\$8,506	\$8,506	\$8,506	Oct-08	Feb-12
7	LA	Los Angeles	6776	ATSAC - Reseda Phase 2	\$7,221	\$7,221	\$7,221	Jan-10	Nov-13
7	LA	Los Angeles	6777	ATSAC - San Pedro	\$8,911	\$8,911	\$8,911	May-09	Oct-12
7	LA	Los Angeles	6778	ATSAC - Wilmington	\$10,441	\$10,442	\$10,441	Jan-11	Aug-14
7	LA	Los Angeles	6779	ATSAC - Coliseum / Florence	\$6,845	\$6,845	\$6,845	Oct-11	Oct-13
7	LA	Los Angeles	6780	ATSAC - Coliseum / Florence Phase 2	\$8,967	\$8,968	\$8,967	Oct-11	Jun-14
7	LA	Los Angeles	6760	ATCS - Central Business District	\$5,690	\$0	\$0	Oct-16	Nov-18

Completed Projects – City of Los Angeles (continued)

DIST	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONST COST X \$1,000	TLSP ALLOC X \$1,000	FINAL TLSP EXPEN X \$1,000	DATE OF ALLOC	DATE CONST COMPL
7	LA	Los Angeles	6761	ATCS - Central City East	\$3,908	\$0	\$0	-	Dec-18
7	LA	Los Angeles	6763	ATCS - Los Angeles	\$8,509	\$7,888	\$7,888	Oct-16	Mar-19
Totals					\$138,922	\$128,637	\$128,632		

Completed Projects – Other Agencies

DIST	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONST COST X \$1,000	TLSP ALLOC X \$1,000	FINAL TLSP EXPEN X \$1,000	DATE OF ALLOC	DATE CONST COMPL
3	Pla	Roseville	6794	East ITS Coordination	\$1,013	\$912	\$912	Sep-08	Nov-10
3	Sac	Citrus Heights	6745	TLSP Phase II Greenback Lane	\$218	\$180	\$180	Sep-08	Apr-10
3	Sac	Citrus Heights	6746	TLSP Phase III Antelope Road	\$124	\$102	\$102	Apr-10	Sep-11
3	Sac	Rancho Cordova	6792	Folsom Boulevard	\$380	\$180	\$180	May-09	May-10
3	Sac	Sacramento	6795	TLSP	\$3,857	\$2,862	\$2,862	Jan-10	May-11
3	Sac	Sacramento County	6796	Florin Road	\$501	\$401	\$401	Dec-08	Jul-10
3	Sac	Sacramento County	6797	Madison Avenue	\$627	\$142	\$142	Aug-08	Feb-09
4	Ala	Alameda County	6743	Redwood Road	\$131	\$121	\$121	May-09	Sep-10
4	Ala	Alameda CMA**	6744	San Pablo Corridor	\$21,615	\$18,715	\$18,715	Jan-11	Dec-19
4	Ala	San Leandro	6802	ATMS Expansion	\$558	\$350	\$350	Oct-08	Jun-11
4	CC	San Ramon	6806	Bollinger Canyon	\$709	\$475	\$474	Jan-10	Mar-10

**Represents projects that are segmented or phased, and/or have multiple funding sources.

Completed Projects – Other Agencies (continued)

DIST	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONST COST X \$1,000	TLSP ALLOC X \$1,000	FINAL TLSP EXPEN X \$1,000	DATE OF ALLOC	DATE CONST COMPL
4	CC	San Ramon	6807	Crow Canyon	\$405	\$310	\$310	Jan-10	Sep-10
4	CC	Walnut Creek	6824	Ygnacio Valley Road Corridor	\$1,717	\$1,461	\$1,461	Dec-08	Mar-10
4	Mrn	Marin County	6781	Sir Francis Drake Boulevard	\$252	\$200	\$200	Sep-08	Dec-09
4	SCI	San Jose**	6801	TLSP	\$20,000	\$15,000	\$15,000	May-09	Jun-13
4	SCI	Santa Clara County	6814	County Expressway TDCS for TLSP	\$990	\$900	\$900	May-10	Nov-11
4	SF	SFMTA	6800	Franklin, Gough & Polk Streets	\$10,220	\$5,110	\$5,110	Oct-08	Aug-14
4	SM	San Mateo C/CAG**	6805	SMART Corridor Projects	\$29,512	\$16,238	\$16,237	Sep-12	Mar-18
4	Son	Santa Rosa	6816	Steele Lane / Guerneville	\$1,558	\$1,100	\$1,100	Aug-08	Oct-09
5	SCr	Watsonville	6825	Signal Corridor Upgrade	\$123	\$97	\$97	Apr-10	Apr-14
6	Fre	Fresno	6751	Clovis Avenue	\$2,884	\$1,959	\$1,959	Apr-10	Mar-12

* **Represents projects that are segmented or phased, and/or have multiple funding sources.

Completed Projects – Other Agencies (continued)

DIST	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONST COST X \$1,000	TLSP ALLOC X \$1,000	FINAL TLSP EXPEN X \$1,000	DATE OF ALLOC	DATE CONST COMPL
6	Fre	Fresno	6752	Shaw Avenue	\$3,003	\$1,687	\$1,686	Oct-11	Apr-14
6	Kin	Hanford	6757	12th Avenue	\$132	\$76	\$70	Sep-08	Dec-10
7	LA	Culver City	6749	Citywide TLSP	\$249	\$199	\$199	Jan-10	Mar-11
7	LA	Glendale	6754	Brand Boulevard	\$1,031	\$807	\$808	Jan-12	Apr-14
7	LA	Glendale	6755	Colorado Street / San Fernando Road	\$951	\$503	\$503	Jan-12	Apr-14
7	LA	Glendale	6756	Glendale Avenue / Verdugo Road	\$1,794	\$1,408	\$1,407	Jan-12	Jun-14
7	LA	Pasadena	6785	Del Mar Boulevard	\$172	\$138	\$138	Jan-12	May-14
7	LA	Pasadena	6787	Hill Avenue	\$70	\$56	\$55	Jan-12	May-14
7	LA	Pasadena	6789	Orange Grove Boulevard	\$235	\$188	\$188	Jan-12	May-14
7	LA	Pasadena	6784	California Boulevard	\$58	\$52	\$52	Jan-12	Feb-16

Completed Projects – Other Agencies (continued)

DIST	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONST COST X \$1,000	TLSP ALLOC X \$1,000	FINAL TLSP EXPEN X \$1,000	DATE OF ALLOC	DATE CONST COMPL
7	LA	Pasadena	6788	Los Robles Avenue	\$123	\$99	\$98	Jan-12	Mar-16
7	LA	Pasadena	6791	Sierra Madre Boulevard	\$160	\$110	\$110	Jan-12	Mar-16
7	LA	Compton	6747	Rosecrans Avenue	\$944	\$683	\$683	Apr-10	Jun-16
7	LA	Inglewood	6758	La Brea Avenue	\$606	\$389	\$388	Aug-13	May-16
7	LA	Santa Clarita	6815	Advanced System Detection Expansion	\$405	\$345	\$345	Dec-08	May-10
8	Riv	Murrieta	6782	Murrieta Hot Springs Road	\$427	\$335	\$335	Oct-08	Dec-10
8	Riv	Corona	6748	TLSP ATMS Phase II	\$5,511	\$4,488	\$4,487	Oct-08	Sep-11
8	Riv	Temecula	6819	Citywide Traffic Signal Synchronization	\$557	\$515	\$515	Apr-10	Dec-11
8	SBd	SANBAG	6808	TLSP Tier 3 & 4	\$3,824	\$1,537	\$1,537	Jan-11	Jan-12
8	SBd	Rancho Cucamonga	6793	Foothill Boulevard	\$675	\$225	\$225	Aug-08	Dec-09

Completed Projects – Other Agencies (continued)

DIST	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONST COST X \$1,000	TLSP ALLOC X \$1,000	FINAL TLSP EXPEN X \$1,000	DATE OF ALLOC	DATE CONST COMPL
10	SJ	Tracy	6820	Grant Line Road	\$173	\$163	\$163	May-09	Sep-10
10	SJ	Tracy	6821	Tracy Boulevard	\$116	\$111	\$111	May-09	Sep-10
11	SD	El Cajon	6750	Main Street	\$39	\$39	\$39	May-09	Apr-11
11	SD	San Diego County	6798	Bonita Road, Sweetwater Road, Briarwood Road	\$1,315	\$632	\$632	Aug-08	Dec-10
11	SD	San Diego County	6799	South Mission Road	\$100	\$78	\$78	Aug-08	Dec-10
11	SD	San Marcos	6803	Rancho Santa Fe Road	\$350	\$264	\$263	Aug-08	Oct-10
11	SD	San Marcos	6804	San Marcos Boulevard Smart Corridor	\$667	\$540	\$540	Aug-08	Jul-11
11	SD	SANDAG	6809	At-grade Crossing Traffic Synchronization	\$1,020	\$820	\$820	Oct-08	Oct-14
11	SD	SANDAG	6810	East-West Metro Corridor	\$1,417	\$1,267	\$1,267	Oct-08	May-11
11	SD	SANDAG	6811	I-15 Corridor	\$2,403	\$2,154	\$2,154	Oct-08	Jul-11

Completed Projects – Other Agencies (continued)

DIST	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL CONST COST X \$1,000	TLSP ALLOC X \$1,000	FINAL TLSP EXPEN X \$1,000	DATE OF ALLOC	DATE CONST COMPL
11	SD	SANDAG	6812	I-805 Corridor	\$338	\$274	\$274	Oct-08	Aug-09
11	SD	SANDAG	6813	Transit Signal Priority	\$2,919	\$942	\$942	Oct-08	Dec-12
11	SD	Santee	6817	Magnolia Avenue	\$116	\$93	\$93	May-09	Oct-10
11	SD	Santee	6818	Mission Gorge Road	\$403	\$322	\$322	May-09	Dec-10
11	SD	Vista	6822	North Santa Fe Avenue	\$194	\$156	\$156	Aug-08	May-09
11	SD	Vista	6823	South Melrose Drive	\$220	\$183	\$183	Aug-08	May-09
12	Ora	Garden Grove	6753	TMC Upgrade	\$4,454	\$1,859	\$1,859	Oct-08	Mar-12
12	Ora	OCTA**	6783	Countywide TLSP	\$7,691	\$3,847	\$3,846	Jan-11	May-14
7	LA	Long Beach	6759	Long Beach Area TLSP	\$0	\$0	\$0		
7	LA	Pasadena	6786	Fair Oaks Avenue	\$0	\$0	\$0		
7	LA	Pasadena	6790	San Gabriel Boulevard	\$0	\$0	\$0		
Totals					\$142,253	\$94,401	\$94,384		

**Represents projects that are segmented or phased, and/or have multiple funding sources.

Note: Projects 6759, 6786 and 6790 in Los Angeles county were withdrawn.



**Proposition 1B – Highway Railroad Crossing Safety Account (HRCSA)
Progress Report July 1, 2021 to December 31, 2021**

HRCSA Program at a Glance

Through December 2021, the Commission has programmed a total of \$245 million to 39 projects. Of the 39 projects, 36 projects totaling \$221.2 million have been completed and three projects totaling approximately \$23.8 million are under construction. A total of \$5 million is reserved for bond administration.

Per June 2021 Close-out Policy, no further programming, amendments, or allocations shall occur. All remaining savings identified after June 30, 2021 will be programmed to the Section 190 Grade Separation Program.

Active Projects

- Project 1 – Fullerton Road Grade Separation
- Project 2 – Durfee Avenue Grade Separation
- Project 39 – McKinley Street Grade Separation

Unallocated Projects

- None

Changes from Last Report

- Changes are in bold

Highway Railroad Crossing Safety Account (HRCSA)

Program Objectives:

Proposition 1B was passed by California voters on November 7, 2006 and authorized \$250 million for the Highway Railroad Crossing Safety Account (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.

Corrective Action Plans

- **Project 1 – Fullerton Road Grade Separation**

The San Gabriel Valley Council of Governments (SGVCC) formerly known as Alameda Corridor East Construction Authority (ACE) will re-bid the project as the contractor ceased work on the project in April 2020, breaching the contract agreement and contributing to schedule delays. SGVCC filed a breach of contract lawsuit and has re-packaged the remaining work as a new bid package. The new bid package was advertised in early September 2020 with closing bid packages due in November 2020. Responsive bids received were 20-30 percent higher than the agency estimate and were rejected in November 2020. The second attempt for new rebids was pursued in April 2021 where the second contract was awarded in July 2021.

Completion of construction is extended by an additional four months to December 2024 with project closeout anticipated by June 2025. Key tasks remaining include shoofly work, building the bridge, and installing permanent tracks. Since the initial budget was first established, the total project cost has increased to \$239,500,000 and SGVCC has secured the additional funding from the Section 190 Grade Separation Program and local funds.

- **Project 2 – Durfee Avenue Grade Separation**

The San Gabriel Valley Council of Governments (SGVCC), formerly known as Alameda Corridor East Construction Authority (ACE), is working with the contractor to establish a new schedule based on the new Union Pacific Railroad (UPRR) corporate restructuring, major staff reductions, staff furloughs, and other impacts related to Coronavirus occurrences. This has impacted the construction schedule, particularly with track work which is to be performed by UPRR staff and their railroad contractors. SGVCC and their contractor reached out to UPRR for a new revised schedule and approved it by October 2020. Construction was scheduled for completion by April 2022, but some additional activities were required, and has been adjusted to June 2022. Final closeout is still on schedule for completion by December 2022. Since the initial budget was first established, the total project cost has increased to \$107,800,000 and SGVCC has secured the additional funding from other funding sources.

Corrective Action Plans

- **Project 39 – McKinley Street Grade Separation**

The City of Corona identified a projected deficit for the right-of-way and construction due to increased costs in the relocation of the Riverside Public Utilities water line in which the City is responsible for, higher construction costs after opening bids due to significant inflation in material costs, and higher than projected property acquisition costs including legal fees from settlements that occurred after July 1, 2021. Estimated costs for right-of-way acquisition increased from \$28,517,000 to \$35,349,000 and estimated costs for construction have increased from \$71,032,000 to \$80,221,000. Total project costs are now estimated as \$128,446,500 and the City has secured additional funding from local sources. The Project is fully funded for all known costs to complete construction.

Additionally, upon review of the availability of materials, and consultation with contractors throughout the industry, the City opted to implement a 2-year construction schedule in lieu of the 18 months originally projected. Overall, the bidding and procurement process required approximately 3-4 months longer to complete than estimated and start of construction was delayed until November 17, 2021. Completion of construction is now anticipated by January 2024.

HRCSA Project Status:

Total number of HRCSA Formula Projects Programmed	39
• Total amount of HRCSA Funds Programmed	\$245 Million
Projects Currently in Construction	3
• Amount of HRCSA Funds	\$23.8 Million
Projects in Final Closeout	0
• Amount of HRCSA Funds	\$0
Number of Delinquent Final Delivery Reports (See Corrective Actions below if required)	0
Projects Completed and Closed	36
• Amount of HRCSA Funds	\$221.2 Million

*Values are rounded

Comments:

Program Savings:

Per June 2021 Close-out Policy, all remaining savings identified after June 30, 2021 will be programmed to the Section 190 Grade Separation Program.

Table 1: Active Projects

DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL PROJECT COST (X \$1,000)	TOTAL HRCSA FUNDS (X \$1,000)	BEGIN CONST	DATE OF ALLOCATION	PHASE % COMPLETE	END OF CONSTRUCTION PHASE	SCOPE	BUDGET	SCHEDULE
7	LA	ACE	1	Fullerton Road GS	\$159,525	\$18,306	Jul-16	12/9/2015	50%	12/31/2024	●	◆	◆
7	LA	ACE/ SGVCOG	2	Durfee Avenue GS	\$100,504	\$2,706	Jun-19	6/27/2018	75%	6/30/2022	●	◆	◆
8	RIV	City of Corona	39	McKinley Street GS ¹	\$112,426	\$2,876	Nov-21	10/14/2021	0%	1/1/2024	●	◆	◆
TOTAL					\$372,455	\$23,888							

¹Project 39 is the last programmed project where amount programmed is \$2,876,960

- No known scope, budget, or schedule impact
- ◆ Known scope, budget, or schedule impact
- ▶ Potential scope, budget, or schedule impact

Table 2: Projects Completed: Operational/Final Report Submitted

DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL PROJECT COST (X \$1,000)	TOTAL HRCSA FUNDS (X \$1,000)	BEGIN CONST DATE	DATE OF ALLOCATION	END OF CONSTRUCTION PHASE	SCOPE	BUDGET	SCHEDULE
3	SAC	City of Sacramento	11	6 th Street Overcrossing - Bridge	\$9,361	\$4,837	2/2010	12/9/09	6/2013	●	●	●
4	SF	PCJPB	5	Jerrold Avenue & Quint Street Bridges GS	\$10,749	\$2,668	11/2010	5/13/10	5/2013	●	●	●
4	SM	PCJPB	4	San Mateo Bridges GS	\$10,774	\$955	11/2010	5/19/10	5/2013	●	●	●
4	SM	PCJPB	8	San Bruno GS	\$160,169	\$26,727	9/2010	6/30/10	7/2014	●	●	●
6	TUL	City of Tulare	12	Cartmill Avenue GS	\$21,969	\$10,051	12/2010	6/30/10	9/2012	●	●	●
6	KER	County of Kern	7	Hageman Road/BNSF Railroad	\$35,997	\$13,759	10/2010	6/30/10	4/2013	●	●	●
6	TUL	County of Tulare	13	Betty Drive GS	\$14,070	\$4,885	11/2010	6/30/10	6/2013	●	●	●
6	KER	County of Kern	3	BNSF GS 7 th Standard Road/Santa Fe Way	\$18,924	\$7,044	2/2010	1/13/10	6/2013	●	●	●
7	LA	City of Los Angeles	18	Riverside Drive GS Replacement	\$60,964	\$5,000	6/20/11	6/30/10	10/2017	●	●	●
10	MER	City of Merced	6	G Street Undercrossing	\$18,162	\$7,413	11/2010	1/13/10	6/2012	●	●	●
10	SJ	Port of Stockton	14	Port of Stockton Expressway	\$8,424	\$1,537	11/2010	6/30/10	11/2012	●	●	●
10	SJ	City of Stockton	9	Lower Sacramento Road	\$23,619	\$6,484	7/2010	4/7/10	9/2014	●	●	●
10	SJ	City of Stockton	16	Eight Mile Road/UPRR (West) GS	\$22,751	\$7,424	7/2010	4/7/10	9/2014	●	●	●
10	SJ	City of Stockton	15	Eight Mile Road/UPRR (East) GS	\$22,023	\$5,280	7/2010	4/7/10	9/2014	●	●	●
11	SD	City of San Diego	10	Park Blvd. at Harbor Drive/Pedestrian Bridge	\$27,000	\$6,000	6/2008	12/10/08	10/2011	●	●	●
12	ORA	OCTA	17	Sand Canyon GS	\$55,590	\$6,618	9/2011	6/30/10	1/2016	●	●	●
3	SAC	City of Sacramento	20	6 th Street, Overcrossing Roadway	\$15,730	\$7,151	2/2012	6/27/12	6/2015	●	●	●
4	ALA	City of Fremont	21	Kato Road GS	\$52,265	\$9,124	9/2011	8/10/11	5/2015	●	●	●
4	ALA	City of Fremont	25	Warren Avenue GS	\$60,558	\$7,812	6/2012	3/28/12	1/2017	●	●	●

Table 2: Projects Completed: Operational/Final Report Submitted (continued)

DISTRICT	COUNTY	AGENCY	PROJECT ID	PROJECT NAME	TOTAL PROJECT COST (X \$1,000)	TOTAL HRCSA FUNDS (X \$1,000)	BEGIN CONST DATE	DATE OF ALLOCATION	END OF CONSTRUCTION PHASE	SCOPE	BUDGET	SCHEDULE
6	TUL	City of Tulare	23	Bardsley Avenue GS	\$18,498	\$7,027	2/2013	5/23/12	3/2015	●	●	●
7	LA	SCRRA	22	Broadway-Brazil Street Grade Crossing	\$9,100	\$233	3/2012	2/22/12	12/2013	●	●	●
7	LA	ACE	24	Nogales Street GS	\$117,742	\$25,600	2/2012	4/25/12	10/2017	●	●	●
7	LA	City of Los Angeles	26	North Spring Street GS	\$50,615	\$4,994	5/2013	5/23/12	8/2018	●	●	●
12	ORA	OCTA	19	San Clemente Beach Trail Crossing	\$4,500	\$2,170	5/2013	6/27/12	6/2015	●	●	●
3	SAC	City of Elk Grove	31	Grant Line Road GS Project	\$24,040	\$3,156	12/2013	5/3/13	4/2016	●	●	●
4	SM	PCJPB	37	San Mateo Bridges GS Project, Phase II	\$41,223	\$8,865	5/2014	5/21/14	9/2016	●	●	●
4	CC	City of Richmond	34	Officer Bradley A. Moody/Marina Bay	\$41,426	\$3,976	2/2013	5/5/13	7/2017	●	●	●
6	TUL	City of Tulare	35	Santa Fe Trail at UPRR GS	\$7,131	\$3,931	2/2014	6/25/14	7/2016	●	●	●
7	LA	SCRRA	28	Grandview Avenue Grade Crossing Safety	\$2,630	\$580	3/2013	5/7/13	10/2014	●	●	●
7	LA	SCRRA	29	Sonora Avenue Grade Crossing Safety	\$2,630	\$580	9/2012	5/7/13	10/2014	●	●	●
7	LA	SCRRA	30	Woodley Avenue Grade Crossing Safety	\$1,000	\$438	5/2013	12/10/16	5/2015	●	●	●
7	LA	SCRRA	36	Branford Road Grade Crossing Safety	\$2,526	\$1,220	3/2013	12/11/13	11/2016	●	●	●
7	LA	SCRRA	38	Moorpark Avenue Grade Crossing Improvements	\$5,041	\$4,812	12/2014	6/25/14	3/2017	●	●	●
10	SJ	City of Lathrop	32	Lathrop Road GS with UPRR	\$16,855	\$5,000	6/2013	5/7/13	4/2016	●	●	●
10	SJ	Port of Stockton	33.1	Navy Drive/BNSF Underpass (1 of 2)	\$6,530	\$3,173	12/2014	6/25/14	7/2016	●	●	●
10	SJ	Port of Stockton	33.2	Navy Drive/BNSF Underpass (2 of 2)	\$2,567	\$2,567	12/2014	6/25/14	7/2016	●	●	●
12	ORA	OCTA	27	Dana Point & San Clemente Crossing	\$4,075	\$2,100	2/2011	1/9/11	1/2014	●	●	●
TOTAL					\$1,007,228	\$221,191						

- No known scope, budget, or schedule impact
- ◆ Known scope, budget, or schedule impact
- ▶ Potential scope, budget, or schedule impact



Proposition 1B – Intercity Rail Improvement (IRI) Program
Progress Report: July 1, 2021 to December 31, 2021

IRI Program at a Glance

Through December 2021, the Commission has programmed a total of \$391.7 million to 33 intercity rail projects and allocated \$357.6 million to 29 projects. Of the 29 projects allocated, 19 projects with allocations totaling \$153.3 million have been completed and 10 projects with allocations of more than \$204.2 million are being implemented. Funding of \$34 million has been programmed to four projects and is not yet allocated. A total of \$282,000 remains unprogrammed not including \$8 million retained for bond administration.

Active Projects

- 10 Projects – See Table 2: Allocated Projects

Unallocated Projects

- 4 Projects – See Table 1: Unallocated Projects

Changes from Last Report

- Changes are in bold

Intercity Rail Improvement (IRI) Program

Program Objectives:

Proposition 1B was passed by California voters on November 7, 2006, and provides \$400 million, upon appropriation by the Legislature, to the Department of Transportation (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 (f) of section 8879.23 of the Government Code, the Department is the administrative agency for PTMISEA.

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.

Corrective Action Plans

- **Project 1.1 – 1.3 Procurement of Railcars and Locomotives**

In 2017, Caltrans amended the railcar contract, securing a new car builder to produce 49 single-level railcars. Currently, 16 railcars have been built and are pending conditional acceptance. While performing testing for conditional acceptance, the portable water (non-drinking water in the restrooms) tested positive for lead. Efforts are underway to implement a conditional fix which includes flushing the system and installing a water filter which will allow the railcars to continue to operate until a permanent solution is in place. Caltrans has established that final acceptance will not occur until the issue is permanently fixed by replacing the water pipe fitting which will eliminate lead contamination. Due to the Coronavirus outbreak, substantial impacts have occurred to the railcar build where production slowed as a result of opening and closing of the state by the Governor, reduced workforce due to state restrictions, sub-vendors closing, and travel restriction for testing experts. With the State opening in June, the railcar workflow has experienced a slight up take from the Siemens facility and their sub vendors however Siemens Mobility Plant continues to operate with a quarter of their typical staff. In July 2021, inspectors identified cracks in the welds of ceiling brackets and Caltrans will require all ceiling brackets be inspected, and replaced if defective, before any additional railcars are received. Caltrans has established that final acceptance will not occur unless all railcars are without cracks. Siemens has begun replacing ceiling brackets and 4 railcars have been accepted by Caltrans where remaining brackets are anticipated to be replaced by March 2022. Caltrans continues to monitor potential production and schedule impacts due to the Coronavirus and are receiving frequent updates from the contractor. Railcar end of construction, and overall completion, is anticipated by December 2025.

A total of 22 Locomotives have been built, delivered, and are running in revenue service on state-supported corridors in California. Technical support for all 22 locomotives has been extended and will expire on September 2023. Field Modification Instructions are underway but have been slowed due to delays in receiving parts and staffing shortages resulting from Coronavirus impacts. The end of Construction, and overall project completion, is now scheduled for September 2023 to align with extended technical support.

Corrective Action Plans (Continued)

- **Project 5.2 Van Nuys North Platform**

The contractor identified additional signal work is needed for Gemco Yard, a Union Pacific switching yard just north of the newly constructed platform. Signals need to be tied in properly to existing infrastructure to allow Union Pacific freight trains to bypass the passenger facility as was defined in the scope of the project and the signals previously in place, before construction began, need to be replaced to meet modern standards.

Approval of the electrical plans and scope for the new electrical switchboard at Van Nuys Station was received. To reduce the overall implementation schedule, the Southern California Regional Rail Authority previously ordered the switchboard based on verbal approval from the Los Angeles Department of Water and Power (LADWP) where installation would be dependent on the LADWP construction team and inspector's schedule to complete the final cutover of power through the new transformer. In April 2021, LADWP installed the switchboard and completed the final cutover of power through the new transformer. During testing, an underpass water pump used to prevent flooding was identified as failing, requiring repair to avoid future damage and to ensure pedestrian access to the platforms is not impeded.

To allow additional time for repair of the underpass water pump, end of construction has been extended by 3 months and was completed in December 2021. Overall completion has been extended by 3 months to March 2022. Total project costs are currently estimated as \$31,692,000.

- **Project 21.1 – 21.2 Sacramento to Roseville Third Track Phase 1**

Capital Corridor Joint Powers Authority (CCJPA) experienced delays related to executing the third-party agreement, Union Pacific Railroad (UPRR) reorganization and staff reduction impacting the response time for design reviews and answering questions, on-site complications where a geotechnical exploration a diesel pipeline was struck which caused delays for repair and site clean-up, and finally the track alignment that was initially identified under the 10 percent design is unfeasible due to terrain and drainage requirements so a modified design with an alternate track alignment has been submitted to UPRR for consideration. These complications necessitated revision of the 25 percent designs.

Corrective Action Plans (Continued)

To minimize the impact of these complications, further negotiations with UPRR was needed. With three rounds of comments from UPRR, numerous comments and slow response times, Design, Right-of-Way, and Construction schedules were impacted and potential budget impacts are anticipated. UPRR has now approved the revised 25 percent design plans and development of the 30 percent design plans has begun.

Completion of Design is delayed by an additional 4 months, with completion anticipated by February 2023. End of Right-of-Way is now anticipated by September 2023 and end of Construction by March 2027 with overall closeout by September 2027. Once 30 percent design is complete, CCJPA will conduct a cost benefit analysis of project alternatives to further determine budget and schedule impacts.

- **Project 22 Capitalized Maintenance Southern California Signal and Track Modernization**

The implementing agency is utilizing several funding sources for this project and previously experienced delays in executing other funding agreements which has contributed to delays in the project schedule. The contractor has begun ordering long lead-time procurements and has been working on adjacent areas at this time, as the contractor's schedule has tasks associated with IRI funds starting in December of 2021. The total project costs are now estimated as \$29,794,00. Completion of construction is still scheduled for March 2023, with project closeout by June 2023.

- **Project 24.1-24.2 Interim San Luis Obispo Layover Facility Expansion**

Due to schedule days, completion of design and construction have been delayed.

- **Project 26 Canada Honda Creek Bridge Replacement**

The implementing agency initially anticipated Construction allocation to proceed in Fiscal Year 2021-22. Upon further review, it was determined that a more comprehensive Environmental Analysis will be required. Instead of a Categorical Exclusion, an Environmental Assessment – Mitigated Negative Declaration will be required for the project. The implementing agency is coordinating with its partners on the project to determine who will perform the Environmental Assessment. Due to the delays related to the Environmental Document Phase, the schedule for Construction allocation has been extended to Fiscal Year 2023-24.

Corrective Action Plans (Continued)

- **Project 27 Camarillo Station Improvements**

The implementing agency is working with the City of Camarillo to construct the Camarillo Station Improvements. The City is experiencing delays related to other active projects at the station which has delayed the schedule of the Station Improvements Project. Construction allocation has been extended to Fiscal Year 2023-24.

IRI Project Status:

Total number of IRI Projects Programmed	33
• Total amount of IRI Funds Programmed	\$391.7 Million
Projects yet to be Allocated (Unallocated)	4
• Amount of IRI Funds	\$34 Million
Projects Currently in Construction	10
• Amount of IRI Funds	\$204.2 Million
Projects Completed and Closed	19
• Amount of IRI Funds	\$153.3 Million

Comments:

Program Savings:

The total program savings to date is \$282,000 not including any savings from bond administration.

Table 1: Unallocated Projects

PROJECT NO.	CORRIDOR	PROJECT NAME	AGENCY	TOTAL IRI FUNDS (X \$1,000)	PHASE	ESTIMATED ALLOCATION DATE	END CONSTRUCTION PHASE	END CLOSEOUT PHASE	SCOPE	BUDGET	SCHEDULE
21.2	CC	Sacramento to Roseville 3 rd Track ¹	CCJPA	\$16,225	CON	6/30/2023	3/31/2027	3/1/2027	●	▶	◆
26	PS	Canada Honda Creek Bridge Replacement ²	LOSSAN	\$11,000	CON	6/30/2022	6/30/2023	12/31/2023	●	●	◆
27	PS	Camarillo Station Improvements ²	LOSSAN	\$3,445	CON	6/30/2022	4/1/2023	4/1/2024	●	●	◆
28	PS	Central Coast Layover Facility	LOSSAN	\$3,400	CON	6/30/2023	6/30/2024	12/31/2024	●	●	●
Total				\$34,070							

¹ Project 21.2 has a known schedule impact where further updates to the schedule will not be available until the 30 percent design plans are approved.

² Project 26 and 27 have a known schedule impact where allocation is anticipated in 2023-24 and where the revised schedule is not yet available.

<p>CORRIDORS CC Capitol Corridor PS Pacific Surfliner SJ San Joaquin</p> <p>SCOPE, BUDGET, AND SCHEDULE IMPACTS ● No known scope, budget, or schedule impact ◆ Known scope, budget, or schedule impact ▶ Potential scope, budget, or schedule impact</p>
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Table 2: Allocated/Active/In-Construction Projects

PROJECT NO.	CORRIDOR	PROJECT NAME	AGENCY	TOTAL IRI FUNDS (X \$1,000)	EXPENDITURES (X \$1,000)	PHASE	DATE OF ALLOCATION	END OF PHASE	PHASE % COMPLETE	END CLOSEOUT PHASE	SCOPE	BUDGET	SCHEDULE
1.1	CC, PS, SJ	Railcars ¹	Caltrans	\$34,542	\$2,689	CON	Dec-11	Dec-25	40%	Dec-25	●	●	▶
1.2	CC, PS, SJ	Procurement of Locomotives ¹	Caltrans	\$2,638	\$1,664	CON	Dec-11	Sep-23	98%	Sep-23	●	●	◆
1.3	CC, PS, SJ	Procurement of Option Locomotives ¹	Caltrans	\$114,820	\$112,565	CON	Dec-14	Sep-23	98%	Sep-23	●	●	◆
5.2	PS	Van Nuys North Platform	SCRRA	\$31,117	\$29,068	CON	Jan-16	Dec-21	100%	Mar-22	●	●	◆
21.1	CC	Sacramento to Roseville 3 rd Track Phase 1	CCJPA	\$1,939 \$87	\$1,034 \$0	PS&E ROW	Jun-17	Feb-23 Sep-23	40% 0%	Feb-23 Sep-23	●	▶	◆
22	PS	Capitalized Maintenance Southern California Signal and Track Modernization Project	SCRRA	\$2,000	\$0	CON	Dec-18	Mar-23	35%	June-23	●	◆	●
23	PS	Passing Siding, Laguna Niguel – San Juan Capistrano	OCTA	\$2,000	\$2,000	CON	Dec-18	Mar-21	100%	Mar-22	●	●	●
24.1	PS	Interim San Luis Obispo Layover Facility Expansion ²	LOSSAN	\$300	\$44	PS&E	May-20	Oct-21	0%	Jul-22	●	●	◆
24.2	PS	Interim San Luis Obispo Layover Facility Expansion ²	LOSSAN	\$1,300	\$0	CON	May-20	Jan-22	0%	Jul-22	●	●	◆
25	PS	Los Alamos Creek Bridge (Narlon) Replacement	LOSSAN	\$15,526	\$0	CON	May-20	Oct-21	95%	May-22	●	●	●
Total				\$204,269	\$149,064								

¹ Project 1.1, 1.2, and 1.3 were Programmed and Allocated together for a combined amount of \$150,000,000. Distribution of funds between the three projects is an estimate, and subject to change, as funds are committed to each of project contracts as needed until all funds are committed.

² Project 24.1 and 24.2 have a known schedule impact where the current schedule is not yet available.

<p>CORRIDORS CC Capitol Corridor PS Pacific Surfliner SJ San Joaquin</p> <p>SCOPE, BUDGET, AND SCHEDULE IMPACTS ● No known scope, budget, or schedule impact ◆ Known scope, budget, or schedule impact ▶ Potential scope, budget, or schedule impact</p>
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Table 3: Completed/Closed Projects

PROJECT NO.	CORRIDOR	PROJECT NAME	AGENCY	TOTAL IRI FUNDS (X \$1,000)	EXPENDITURES (X \$1,000)	PHASE	DATE OF ALLOCATION	END OF PHASE	END OF CLOSEOUT PHASE	CLOSEOUT REPORT RECIEVED
2.1	PS	San Onofre to Pulgas Double Track Phase 1	SANDAG	\$3,146	\$3,146	PA&ED	Jan-10	May-11	Jun-17	●
2.2	PS	San Onofre to Pulgas Double Track Phase 2	SANDAG	\$972	\$972	PS&E	Sep-15	Feb-15	Jun-17	●
2.3	PS	San Onofre to Pulgas Double Track Phase 1	SANDAG	\$25,284	\$25,284	CON	Mar-13	Jun-16	Jun-17	●
3	SJ	Oakley-Port Chicago Double Track Segment 3	Caltrans	\$23,150	\$23,150	CON	Oct-11	Feb-17	Aug-17	●
4.1	PS	Raymer to Bernson Double Track	LACMTA	\$6,081	\$6,081	PS&E	Jan-14	Jun-16	Dec-16	●
5.1	PS	Van Nuys North Platform	SCRRA	\$3,802	\$3,802	PS&E	Dec-13	Feb-17	Aug-17	●
6	CC	Capital Corridor Track, Bridge & Signal Upgrade	CCJPA	\$1,305	\$1,305	CON	May-14	May-17	Nov-17	●
7	PS	Ventura County Sealed Corridor Crossing Improvement	SCRRA	\$95	\$95	CON	Aug-14	Mar-18	Apr-17	●
8	CC	Wayside Power and Storage	CCJPA	\$900	\$900	CON	May-16	Dec-19	Jan-20	●
9.1	PS	Seacliff Siding	Caltrans, UPRR	\$1,000	\$298	PA&ED	Oct-16	Mar-20	Sep-20	●
12	PS	Commerce/Fullerton Triple Track	Caltrans	\$31,992	\$31,992	CON	Aug-08	Jun-12	May-13	●
13	PS	New Station Track at LA Union Station	Caltrans	\$20,099	\$20,099	CON	Apr-08	Jun-15	Dec-15	●
14	SJ	Kings Park Track and Signal Improvements	Caltrans	\$3,500	\$3,500	CON	Aug-08	Jun-12	Oct-12	●
15	CC, SJ	Wireless Network for Northern CA IPR Fleet	Caltrans	\$2,927	\$2,927	CON	Jan-11	Jun-15	Jun-15	●
16	PS	Santa Margarita Bridge and Double Track	Caltrans	\$15,748	\$15,748	CON	Apr-08	May-14	Dec-15	●
17	CC, SJ	Emeryville Station and Track Improvements	Caltrans	\$6,151	\$6,151	CON	May-08	Jul-12	Jul-12	●
18	CC	Bahia Benicia Crossover	Caltrans	\$3,445	\$3,445	CON	Apr-08	Jul-12	Mar-14	●
19	PS	SCRRA Sealed Corridor	Caltrans	\$2,782	\$2,782	CON	Apr-08	Jul-12	Mar-14	●
20	PS	Left Hand Turnout Project	NCTD	\$1,000	\$1,000	CON	Mar-17	Mar-19	Jun-20	●
Total				\$153,379	\$152,677					

CORRIDORS
 CC Capitol Corridor
 PS Pacific Surfliner
 SJ San Joaquin

FINAL DELIVERY REPORT
 ● Project Final Delivery Report received/approved
 ◆ Project Delivery Report delayed by 6 months or more
 ▶ Project Delivery Report pending submission



Proposition 1B – Trade Corridors Improvement Fund (TCIF) Program Report
Progress Report: July 1, 2021 – December 31, 2021

TCIF Program at a Glance

Number of TCIF projects programmed: 108 with \$2.5 billion TCIF funds.

Number of Projects Completed Construction: 89 with \$1.7 billion TCIF funds.

Active Projects

There are 19 active projects.

Unallocated Projects

There is one unallocated project that also has SB1-TCEP funds.

Changes from Last Report

Per May 2019 Close-out Policy, no amendments or allocations after June 30, 2020. All remaining funds and savings will go to the SB1 – TCEP program.

Corrective Action Plans

Please see pages 10-12 for projects with Corrective Action Plans. Supplemental final delivery reports submittals delays are common and are primarily a result of completing and resolving claims.

Trade Corridors Improvement Fund Program (TCIF)

Program Objectives: 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.

TCIF Project Status:

Total number of TCIF Projects Programmed	108
• Total amount of TCIF Funds Programmed	\$2.5 billion
Projects Currently in Construction	18
• Amount of TCIF Funds	\$685 million
Projects in Final Closeout	20
• Amount of TCIF Funds	\$247 million
Number of Delinquent Final Delivery Reports	20
Projects Completed and Closed	69
• Amount of TCIF Funds	\$1.4 billion
Total Project Cost of Completed Projects	\$4 billion

TCIF Funding Status:

	Target Available per AB 268	Programmed	Allocated	Available Funds Unallocated
SCCG Total	\$1,500,000,000	\$1,500,098,000	\$1,481,247,000	\$18,753,000
Bond	\$1,200,205,000	\$1,200,303,000	\$1,181,452,000	\$18,753,000
SHOPP	\$299,795,000	\$299,795,000	\$299,795,000	\$0
NCTCC Total	\$640,000,000	\$639,360,000	\$639,360,000	\$640,000
Bond	\$449,795,000	\$449,164,000	\$449,164,000	\$631,000
SHOPP	\$190,205,000	\$190,196,000	\$190,196,000	\$9,000
SDBR - Bond	\$250,000,000	\$248,291,960	\$248,291,960	\$1,708,040
OTHER - Bond	\$60,000,000	\$59,450,000	\$59,450,000	\$550,000
TOTAL	\$2,450,000,000	\$2,447,199,960	\$2,428,348,960	\$21,651,040

Program Savings:

As of June 30, 2020, there is \$2.8 million in TCIF program savings that were transferred over to TCEP for future programming. Any additional saving at close-out of active projects will also be transferred to TCEP.

TCIF Projects – Allocated Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DIST	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ALLOCATION DATE	AWARD DATE	BEGIN CONSTR	APPROVED END CONSTR	CURRENT PHASE (% COMPLETE)	APPROVED END CLOSEOUT	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED) (x1,000)	DESIGN COST (PSE) (x 1,000)	RIGHT OF WAY COST (x1,000)	CONSTR COST (x1,000)	TCIF EXPENDITURES (x1,000)	CONSTR EXPENDITURES (x1,000)	SCOPE	BUDGET	SCHEDULE		
3.3	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) <i>[Segment 3 - City Site Prep Work and Backbone Infrastructure 3]</i>	05/07/13	10/14/13		10/15/18	Const 100% Design-Build	4/16/19	\$247,241	\$176,341	\$6,463	\$16,411	\$0	\$241,380	\$176,341	\$241,380					
3.4	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) <i>[Segment 4 - Recycling Facilities]</i>	N/A			07/31/18	Const 0%	2/31/18	\$46,600	\$0	\$0	\$600	\$0	\$46,000	\$0	\$46,000					
3.5	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) <i>[Segment 5 - City Trade and Logistics Facilities]</i>	N/A			12/31/19	Const 84%	6/30/20	\$99,400	\$0	\$0	\$3,500	\$0	\$95,900	\$0	\$104,330					
23	7	LA	Port of Long Beach	710	Gerald Desmond Bridge Replacement <i>[Design-Build] [SHOPP/TCIF]</i>	06/22/11	10/01/12	Design-Build	06/27/16	Const 99%	9/26/16	\$1,336,061	\$299,795	\$11,862	\$38,239	\$324,700	\$961,260	\$1,062	\$861,216					
68.2	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry <i>[Segment 2 - SR 11 and Commercial Vehicle Enforcement Facility]</i>	N/A		10/30/13	06/30/16	Const 0% Des 45%	0/30/18	\$179,647	\$0	\$0	\$26,411	\$46,700	\$106,536	\$0	\$0					
68.2A	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry <i>[Segment 2A - SR 11 - Construct 4-lane highway project]</i>	12/05/18	05/09/19	07/30/18	07/20/20	Const 70%	7/30/21	\$60,455	\$7,825	\$0	\$0	\$0	\$60,455	\$0	\$0					
68.3	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry <i>[Segment 2 - East Otay Mesa Land POE]</i>	N/A		09/30/13	03/31/16	Const 0% Des 50%	4/30/18	\$325,983	\$0	\$0	\$10,000	\$30,983	\$285,000	\$0	\$0					
92.3	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan <i>[Phase 3 - Washington Overpass]</i>	N/A		06/01/13	07/01/13	Const 0%	2/01/13	\$1,540	\$0	\$0	\$0	\$0	\$1,540	\$0	\$1,540					
92.4	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan <i>[Phase 4 - Loop Track]</i>	N/A		01/15/14	08/15/14	Const 0%	2/01/14	\$1,124	\$0	\$3	\$100	\$5	\$1,016	\$0	\$1,016					
96	7	LA	Alameda Corridor East Construction Authority		ACE Fairway Drive Grade Separation	06/25/14	10/27/14		06/30/18	Const 82%	2/31/18	\$142,213	\$71,000	\$300	\$8,456	\$38,655	\$94,802	\$70,465	\$42,664					
114	7	LA	Alameda Corridor East Construction Authority		Fullerton Road Grade Separation Project	12/09/15	03/28/16		9/30/2019	Const 47%	3/30/20	\$145,184	\$35,060	\$0	\$11,107	\$32,123	\$101,954	\$15,137	\$36,238					
117	8	RIV	Riverside County		ACE: Avenue 66/UP Railroad Grade Separation Bypass	08/14/19	02/11/20	02/28/20	11/30/2022	Env 100% Des 15% RW 10% Const 83%	4/30/23	\$55,845	\$10,359	\$2,100	\$5,234	\$5,572	\$42,939	\$7,017	\$0					
118	11	SD	San Diego Association of Governments		San Elijo Lagoon Double Track	06/30/16	02/01/17		09/16/18	Const 100%	9/17/23	\$70,254	\$4,343	\$1,378	\$7,669	\$1,585	\$59,622	\$3,784	\$60,254					
120	8	SBD	SBCAG		Monte Vista Ave Grade Separation	08/17/16	07/12/17		05/01/19	Const 100%	3/05/20	\$24,138	\$1,019	\$0	\$0	\$0	\$24,138	\$1,019	\$22,287					
121	7	LA	Port of Long Beach		Middle Harbor Terminal Redevelopment Project Phase 2	06/28/17	01/08/18		09/30/20	Const 100%	1/30/20	\$156,355	\$15,436	\$0	\$0	\$0	\$156,355	\$15,436	\$167,759					
122	12	ORA	Orange County Transportation Authority		I-405 HOV Lane <i>[Design-Build]</i>	10/19/16	01/13/17		08/31/26	Const 50%	8/31/27	\$1,506,136	\$7,771	\$84,622	\$269,052	\$298,651	\$853,771	\$0	\$283,580					
125	7	LA	Alameda Corridor East Construction Authority		Durfee Avenue Grade Separation Project	06/27/18	12/31/18	10/31/18	07/31/21	Const 0%	7/31/21	\$91,143	\$2,620	\$0	\$9,046	\$32,624	\$49,473	\$11,888	\$0					
128	8	SBD	San Bernardino Associated Governments	10	I-10 Corridor Contract 1 Project	06/27/18	08/16/18		02/01/24	Const 22%	2/02/27	\$809,618	\$4,973	\$6,903	\$30,325	\$47,811	\$724,579	\$0	\$0					
129	7	LA	Port of Los Angeles		Everport Terminal Berth Efficiency and Emission Reduction Project	03/14/19	06/20/19	9/9/2019	06/07/21	Const 92%	6/08/22	\$26,846	\$5,430	\$4,270	\$1,189	\$0	\$15,387	\$2,462	\$6,655					
130	8	SBD	San Bernardino Associated Governments		State Route 60 Archibald Avenue Interchange Improvement Project	06/26/19	09/10/19	10/28/2019	03/01/21	Env 100% Des 40% RW 40% Const 0%	2/31/21	\$17,216	\$1,310	\$867	\$1,098	\$1,458	\$13,793	\$0	\$0					
131	12	ORA	Orange County Transportation Authority		I-5 Improvement Project, from SR 73 to Oso Parkway <i>(Segment 1)</i>	06/26/19		10/1/2019	01/01/24	Env 100% Des 55% RW 55% Const 0%	1/01/31	\$189,042	\$29,832	\$1,989	\$10,349	\$34,141	\$142,563	\$0	\$0					
133	11	SD	San Diego Association of Governments	905/125	Route 125/905 Connector	03/25/20		8/17/2020	08/15/22	Env 100% Des 50% RW 0% Const 0%	0/16/25	\$37,965	\$1,656	\$0	\$4,857	\$0	\$33,108	\$0	\$0					
134	3	SAC	Sacramento County	5	Metro Air Parkway Northbound Auxiliary Lane	06/24/20	11/12/20	12/15/2020	12/15/21	Env 0% Des 0% RW 0% Const 0%	2/15/22	\$4,000	\$1,940	\$0	\$700	\$0	\$3,300	\$0	\$0					
135	8	SBD	San Bernardino County Transportation Authority	50	State Route 60/Central Avenue Interchange	06/24/20		9/2/2020	04/27/23	Env 0% Des 0% RW 0% Const 0%	0/28/23	\$32,667	\$8,638	\$1,083	\$1,898	\$711	\$28,975	\$0	\$0					
												\$ 5,606,673	\$ 685,348							\$ 4,143,846	\$ 5,240,624			

 Behind Schedule
 Awarded / Begin Construction
 Allocated but Not Awarded

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



TCIF Projects – Completed Projects

PROJECT NUMBER	DIST	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Actual End Const)	SFDR DUE DATE (Six months after Actual End Closeout)	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED) (x 1,000)	DESIGN COST (PSE) (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	TCIF EXPENDITURES (X1,000)	CONSTR EXPENDITURES (X1,000)	FDR STATUS	SFDR STATUS
2	4	CC	Caltrans / BNSF		Richmond Rail Connector						\$21,214	\$9,555	\$1,001	\$143	\$4,188	\$15,883	\$9,555	\$15,883	☑	☑
3.1	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) <i>[Segment 1 - Environmental Remediation]</i>	10/15/18	04/16/19	04/16/19	06/30/19		\$11,400	\$0	\$0	\$0	\$0	\$11,400	\$0	\$11,487	☑	☑
3.2	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) <i>[Segment 2 - Rail Access Improvements and Manifest Yard]</i>						\$74,600	\$65,800	\$100	\$8,700	\$0	\$65,800	\$65,800	\$74,600	☑	☑
3.6	4	ALA	Port of Oakland/City of Oakland		Outer Harbor Intermodal Terminals (OHIT) <i>[Segment 6 - Unit Train Support Rail Yard]</i>						\$20,000	\$0	\$0	\$5,000	\$0	\$15,000	\$0	\$19,428	☑	☑
4	4	ALA	Metropolitan Transportation Commission	880	1-880 Reconstruction, 29th & 23rd Avenues, Oakland <i>[SHOPP/TCIF]</i>						\$97,912	\$73,000	\$4,200	\$7,387	\$6,325	\$80,000	\$0	\$64,913		
5	4	ALA	Metropolitan Transportation Commission	580	1-580 Eastbound Truck Climbing Lane <i>[SHOPP/TCIF]</i>					05/06/19	\$44,903	\$44,903	\$2,490	\$5,140	\$105	\$37,168	\$0	\$54,916	☑	
6	6	KER	Caltrans / BNSF		Tehachapi Trade Corridor Rail Improvement						\$26,040	\$12,270	\$9,500	\$1,000	\$0	\$15,540		\$12,270	☑	☑
9.1	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation <i>[Phase 1 - Initial Project]</i>						\$80,636	\$25,266	\$3,143	\$8,349	\$0	\$69,145		\$69,145	☑	☑
9.2	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation <i>[Phase 2 - West Ped-Bicycle Tunnel Ramps]</i>						\$3,747	\$0	\$0	\$0	\$0	\$3,747	\$0	\$3,747	☑	☑
10	10	SJ	San Joaquin Council of Governments	4	State Route 4 West Crosstown Freeway Extension Stage 1					06/10/19	\$165,678	\$69,458	\$4,000	\$10,400	\$44,600	\$106,678	\$69,458	\$79,838	☑	
11	10	SJ	Port of Stockton / Contra Costa County		San Francisco Bay to Stockton Ship Channel Deepening Project						\$15,000	\$7,200	\$100	\$500	\$0	\$14,400	\$6,274	\$5,476		
12	4	SOL	Metropolitan Transportation Commission	80	1-80 Eastbound Cordelia Truck Scales Relocation <i>[SHOPP/TCIF]</i>						\$88,392	\$38,292	\$6,800	\$12,200	\$7,500	\$61,892	\$13,031	\$63,056	◆	
15.01	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program <i>[Phase I - Archaeological Services]</i>						\$4,000	\$3,650	\$0	\$0	\$0	\$4,000	\$3,650	\$3,650		☑
15.02	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program <i>[Phase II - Trench and Fiber Optic relocation]</i>						\$302,758	\$218,968	\$0	\$34,021	\$33,034	\$235,703	\$218,968	\$344,551	☑	☑
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	02/31/09		\$38,922	\$0	\$0	\$538	\$9,708	\$28,676			☑	
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	10/30/08		\$14,965	\$0	\$0	\$34	\$2,959	\$11,972			☑	
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	01/31/09		\$12,480	\$0	\$0	\$0	\$1,125	\$11,355			☑	
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	06/30/11		\$35,208	\$0	\$0	\$339	\$3,226	\$31,643			☑	
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	09/30/10		\$45,177	\$0	\$0	\$540	\$2,923	\$41,714			☑	



TCIF Progress Report
July 1, 2021 – December 31, 2021

PROJECT NUMBER	DIST	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Actual End Const)	SFDR DUE DATE (Six months after Actual End Closeout)	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED) (x 1,000)	DESIGN COST (PSE) (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	TCIF EXPENDITURES (X1,000)	CONSTR EXPENDITURES (X1,000)	FDR STATUS	SFDR STATUS
17	7	LA	City of Santa Fe Springs		ACE: Gateway-Valley View Grade Separation Project						\$63,997	\$18,012	\$0	\$4,000	\$15,281	\$44,716	\$18,012	\$42,605	☑	☑
18	7	LA	Southern California Regional Rail Authority		New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains						\$11,164	\$4,771	\$0	\$1,422	\$0	\$9,742	\$9,742	\$9,742	☑	☑
19	7	LA	Port of Los Angeles	47/110	I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening						\$40,773	\$13,205	\$700	\$5,568	\$0	\$34,505	\$13,062	\$31,296	◆	
20	7	LA	Port of Los Angeles	110	I-110 Freeway & C Street Interchange Improvements					04/30/19	\$38,427	\$7,836	\$687	\$3,491	\$0	\$34,248	\$7,836	\$29,568	☑	
21	7	LA	City of Commerce		Washington Boulevard Widening & Reconstruction						\$32,000	\$5,800	\$39	\$2,524	\$3,198	\$30,990	\$5,800	\$30,990	☑	☑
22	7	LA	Port of Los Angeles		South Wilmington Grade Separation					11/01/15	\$74,844	\$13,759	\$520	\$6,631	\$0	\$67,693	\$12,694	\$51,827	☑	
24	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier F Support Yard)						\$29,142	\$4,093	\$2,980	\$1,990	\$0	\$24,172		\$29,129	☑	☑
25	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Track Realignment at Ocean Boulevard)						\$55,540	\$16,216	\$4,270	\$2,850	\$0	\$48,420		\$34,233	☑	☑
32.1	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) [Segment 1 - Berth 200 Rail Yard Improvements]					05/31/16	\$111,956	\$40,718	\$6	\$7,980	\$0	\$103,970		\$91,527	☑	◆
17	7	LA	City of Santa Fe Springs		ACE: Gateway-Valley View Grade Separation Project						\$63,997	\$18,012	\$0	\$4,000	\$15,281	\$44,716	\$18,012	\$42,605	☑	☑
18	7	LA	Southern California Regional Rail Authority		New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains						\$11,164	\$4,771	\$0	\$1,422	\$0	\$9,742	\$9,742	\$9,742	☑	☑
19	7	LA	Port of Los Angeles	47/110	I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening						\$40,773	\$13,205	\$700	\$5,568	\$0	\$34,505	\$13,062	\$31,296	◆	
20	7	LA	Port of Los Angeles	110	I-110 Freeway & C Street Interchange Improvements					04/30/19	\$38,427	\$7,836	\$687	\$3,491	\$0	\$34,248	\$7,836	\$29,568	☑	
21	7	LA	City of Commerce		Washington Boulevard Widening & Reconstruction						\$32,000	\$5,800	\$39	\$2,524	\$3,198	\$30,990	\$5,800	\$30,990	☑	☑
22	7	LA	Port of Los Angeles		South Wilmington Grade Separation					11/01/15	\$74,844	\$13,759	\$520	\$6,631	\$0	\$67,693	\$12,694	\$51,827	☑	
24	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier F Support Yard)						\$29,142	\$4,093	\$2,980	\$1,990	\$0	\$24,172		\$29,129	☑	☑
25	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Track Realignment at Ocean Boulevard)						\$55,540	\$16,216	\$4,270	\$2,850	\$0	\$48,420		\$34,233	☑	☑
32.1	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements) [Segment 1 - Berth 200 Rail Yard Improvements]					05/31/16	\$111,956	\$40,718	\$6	\$7,980	\$0	\$103,970		\$91,527	☑	◆
43	8	RIV	City of Corona		Auto Center Drive Grade Separation						\$32,675	\$16,000	\$630	\$1,370	\$2,720	\$27,955	\$16,000	\$26,901	☑	☑
44	8	RIV	City of Riverside		Magnolia Avenue Grade Separation - UPRR						\$50,248	\$17,288	\$160	\$2,500	\$23,500	\$24,088	\$17,288	\$24,322	☑	☑
45	8	RIV	City of Riverside		Iowa Avenue Grade Separation						\$29,320	\$10,320	\$500	\$1,500	\$5,500	\$21,820	\$10,320	\$19,529	☑	☑
46	8	RIV	City of Banning		Sunset Avenue Grade Separation	12/31/18	08/01/16	08/02/16	06/30/19		\$30,429	\$7,388	\$900	\$2,300	\$1,142	\$26,087	\$7,388	\$25,887	☑	☑
47	8	RIV	City of Riverside		Streeter Avenue Grade Separation						\$34,007	\$13,507	\$1,500	\$1,000	\$7,500	\$24,007	\$13,506	\$23,138	☑	☑
48	8	RIV	Riverside County		Avenue 56 Grade Separation						\$29,394	\$12,802	\$295	\$2,268	\$3,289	\$23,542	\$12,802	\$25,544	☑	☑
50	8	RIV	Riverside County		Grade Separation at Clay Street Railroad Grade Crossing						\$30,667	\$13,108	\$502	\$2,843	\$7,385	\$19,937	\$13,108	\$20,285	☑	☑
51	8	RIV	City of Riverside		Riverside Avenue Grade Separation					06/30/17	\$32,154	\$10,434	\$1,047	\$1,453	\$6,892	\$22,762	\$10,205	\$20,842	☑	☑
53	8	RIV	Riverside County		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF						\$50,569	\$16,670	\$563	\$3,700	\$1,923	\$44,383	\$16,670	\$43,512	☑	☑
54	8	RIV	City of Riverside	215	March Island Cargo Port Airport - I-215 Van Buren Boulevard - Ground Access Improvements						\$53,392	\$6,451	\$3,222	\$4,957	\$7,317	\$37,896	\$6,450	\$37,897	☑	☑



TCIF Progress Report
July 1, 2021 – December 31, 2021

PROJECT NUMBER	DIST	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	ACTUAL END CONSTR	APPROVED END CLOSEOUT	FORECAST END CLOSEOUT	FDR DUE DATE (Six months after Actual End Const)	SFDR DUE DATE (Six months after Actual End Closeout)	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRO COST (PAED) (x 1,000)	DESIGN COST (PSE) (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTR COST (X1,000)	TCIF EXPENDITURES (X1,000)	CONSTR EXPENDITURES (X1,000)	FDR STATUS	SFDR STATUS
56	8	SBD	San Bernardino Associated Governments	10	Route 10 Cherry Avenue Interchange Reconstruction						\$77,136	\$28,622	\$781	\$6,352	\$13,003	\$57,000	\$28,621	\$57,000	☑	☑
58	8	SBD	San Bernardino Associated Governments	10	Route 10 Riverside Ave Interchange Reconstruction						\$31,170	\$9,837	\$0	\$2,185	\$1,723	\$27,262	\$9,837	\$27,262	☑	☑
59	8	SBD	San Bernardino Associated Governments		ACE Glen Helen Parkway Grade Separation						\$25,885	\$7,172	\$0	\$2,650	\$6,400	\$16,835	\$7,172	\$18,081	☑	☑
61	8	SBD	San Bernardino Associated Governments		ACE South Milliken Avenue Grade Separation					04/18/19	\$72,718	\$20,633	\$678	\$5,652	\$14,490	\$51,897	\$20,536	\$48,534	☑	
63	8	SBD	San Bernardino Associated Governments		Palm Avenue Grade Separation						\$23,776	\$1,877	\$886	\$2,002	\$9,643	\$11,245	\$1,877	\$11,245	☑	☑
64	8	SBD	San Bernardino Associated Governments		Lenwood Road Grade Separation						\$28,593	\$7,311	\$0	\$3,963	\$4,527	\$20,102	\$7,310	\$20,102	☑	☑
66	7	VEN	City of Oxnard	101	Route 101 Rice Avenue Interchange Reconstruction					12/21/16	\$73,597	\$14,194	\$3,458	\$3,766	\$26,594	\$39,779	\$14,194	\$45,056	☑	
67	11	SD	San Diego Association of Governments	905	State Route 905					02/11/18	\$82,953	\$66,804	\$0	\$499	\$0	\$82,454	\$0	\$81,154	☑	
68	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry (Parent - Environmental Programming for Entire Corridor)					06/30/19	\$12,480	\$0	\$12,480	\$0	\$0	\$0	\$0	\$0	☑	
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)					03/30/18	\$106,560	\$65,560	\$0	\$7,300	\$33,700	\$65,560	\$65,017	\$65,017	☑	
69	11	SD	Port of San Diego	5/15	Bay Marina Drive at I-5 At-Grade Improvements					06/03/15	\$2,603	\$792	\$440	\$345	\$20	\$1,798	\$1,087	\$2,276	☑	◆
70	11	SD	Port of San Diego		10th Avenue/Harbor Drive At-Grade Improvements						\$3,953	\$598	\$1,163	\$1,031	\$0	\$1,760	\$597	\$1,759	☑	☑
72	11	SD	Port of San Diego	5	Civic Center Drive at Harbor Drive and I-5 At-Grade Improvements					06/03/15	\$1,731	\$361	\$531	\$300	\$37	\$863	\$1,087	\$1,956	☑	☑
74	11	SD	San Diego Association of Governments		Southline Rail Improvements - San Ysidro Yard Expansion						\$40,460	\$25,900	\$540	\$2,482	\$6,870	\$30,568		\$25,900	☑	☑
75.1	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements (Phase 1 - Aerial Cabling)						\$4,458	\$4,458	\$0	\$0	\$0	\$4,458		\$4,458	☑	☑
75.2	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements (Phase 2 - Signaling for Reverse Running and Initial Track Improvements)						\$10,010	\$10,010	\$0	\$0	\$0	\$10,010		\$10,010	☑	☑
75.3	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements (Phase 3 - Palomar Siding and Mainline Track Improvements)						\$3,445	\$3,445	\$0	\$0	\$0	\$3,445		\$3,445	☑	☑



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75.4	11	SD	San Diego Association of Governments		Southern Rail Improvements - Mainline Improvements [Phase 4 - Final Palomar Siding and System Upgrades]						\$30,591	\$21,621	\$220	\$8,750	\$0	\$21,621		\$21,621	☑	☑
76	11	SD	San Diego Association of Governments		LOSSAN N Rail Corridor at Sorrento						\$44,000	\$10,800	\$2,024	\$3,774	\$2,553	\$35,649		\$35,649	☑	☑
77	11	IMP	Imperial Valley Association of Governments	78/111	Brawley Bypass State Route 78/111						\$69,334	\$42,572	\$1,206	\$6,500	\$18,569	\$43,059	\$42,572	\$42,600	☑	☑
81	10	SJ	Northern California Trade Corridors Coalition		Sperry Road Extension						\$56,582	\$23,582	\$1,000	\$5,000	\$7,000	\$43,582	\$22,160	\$36,935	☑	☑
82	4	CC	Northern California Trade Corridors Coalition		Marina Bay Parkway Grade Separation						\$41,618	\$18,413	\$500	\$2,780	\$100	\$38,238	\$18,395	\$37,351	☑	☑
83	8	SBD	Caltrans / BNSF / UP		Colton Crossing Project						\$83,477	\$27,847	\$3,689	\$5,570	\$433	\$73,785		\$73,784	☑	☑
84	8	SBD	San Bernardino Associated Governments		Laurel Street/BNSF Grade Separation						\$73,146	\$22,825	\$0	\$4,657	\$11,053	\$57,338	\$22,825	\$41,802	☑	☑
85	8	RIV	Riverside County		Avenue 52 Grade Separation						\$33,516	\$9,766	\$2,668	\$0	\$3,000	\$27,848	\$9,766	\$27,848	☑	☑
86	7	LA	Port of Los Angeles		Alameda Corridor West Terminus Intermodal Railyard - West Basin Railyard Extension						\$72,987	\$20,712	\$0	\$3,292	\$0	\$69,695	\$20,712	\$72,751	☑	☑
87.1	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 1						\$26,695	\$12,705	\$0	\$1,285	\$0	\$25,410		\$39,166	☑	☑
87.2	7	LA	Port of Los Angeles		Cargo Transportation Improvement Emission Reduction Program - Phase 2						\$120,555	\$22,960	\$0	\$4,714	\$0	\$115,841	\$22,960	\$105,684	☑	☑
88	7	LA	Alameda Corridor East Construction Authority		Baldwin Avenue Grade Separation						\$71,625	\$27,739	\$0	\$1,902	\$41,930	\$27,739	\$27,738	\$27,738	☑	☑
89	4	SOL	Northern California Trade Corridors Coalition	80/ 680/ 12	Solano I-80/680/12 Connector [SHOPP/TCIF]	12/30/18	01/31/17	05/20/21	06/30/19		\$101,580	\$22,847	\$3,500	\$8,880	\$23,160	\$66,040	\$14,068	\$63,151	☑	☑
90	7	VEN	Ventura County Transportation Commission / Alameda Corridor Transportation Authority		Hueneme Road Widening						\$2,924	\$1,462	\$0	\$0	\$0	\$2,924	\$1,436	\$2,785	☑	☑
91	7	VEN	Ventura County Transportation Commission	101	Route 101 Improvements			03/18/22			\$46,525	\$10,346	\$1,600	\$5,197	\$500	\$39,228	\$8,694	\$38,350		
92.1	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan [Phase 1 - UPRR Track Improvements]	01/25/12	06/30/12		09/30/12		\$7,500	\$0	\$0	\$0	\$0	\$7,500			☑	
92.2	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan [Phase 2 - Cemex Track/Unit Track 2]	01/25/12	06/28/12		07/25/12		\$1,800	\$0	\$0	\$100	\$0	\$1,700			☑	
92.5	3	YOL	Port of West Sacramento		West Sacramento/Port of West Sacramento Rail Plan [Phase 5 - Pioneer Bluff Bridge]					09/24/17	\$10,561	\$9,678	\$210	\$653	\$20	\$9,678	\$9,678	\$11,350	☑	
93	11	SD	San Diego Association of Governments		Sorrento Valley Double Track						\$32,634	\$12,056	\$3,393	\$1,513	\$396	\$27,331	\$12,056	\$27,331	☑	☑
94	4	SCL	Metropolitan Transportation Commission	101	US-101 Freeway Performance Initiative (FPI) [SHOPP/TCIF]					11/25/18	\$24,764	\$13,840	\$2,120	\$2,120	\$67	\$20,457	\$0	\$17,149	☑	
95	7	LA	Alameda Corridor East Construction Authority		ACE Puente Avenue Grade Separation	12/30/18	03/31/18	08/31/18	06/30/19		\$99,019	\$44,309	\$300	\$9,090	\$32,868	\$56,761	\$44,309	\$52,461	☑	☑



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97	3	YUB	Yuba County	70	SR 70 / Feather River Boulevard Interchange				05/30/16		\$19,350	\$4,361	\$900	\$950	\$1,000	\$16,500	\$4,020	\$16,500	☒	
98	3	SAC	Northern California Trade Corridors Coalition	50	Natoma Overhead Widening and Onramp Improvements [SHOPP/TCIF]				06/30/17		\$8,459	\$7,959	\$125	\$198	\$253	\$7,883	\$0	\$6,604	☒	
99	12	ORA	Orange County Transportation Authority		Raymond Avenue Grade Separation						\$110,700	\$10,400	\$0	\$5,370	\$34,901	\$70,429	\$10,400	\$61,453	☑	☑
100	8	SBD	San Bernardino Associated Governments	10	Tippecanoe Interchange Improvements, Phase II						\$56,186	\$8,598	\$0	\$5,189	\$34,175	\$16,822	\$8,598	\$20,425	☑	☑
101	10	SJ	San Joaquin Council of Governments /Caltrans	99	State Route 99 Ramp Improvements [SHOPP/TCIF]					06/30/19	\$2,973	\$2,333	\$130	\$400	\$110	\$2,333	\$0	\$2,728	☑	
102	7	LA	Port of Los Angeles		TraPac Terminal Automation-Automated Shuttle Carrier Maintenance & Repair						\$5,681	\$2,841	\$0	\$376	\$0	\$5,305	\$2,841	\$8,484	☑	☑
103	4	SOL	City of Fairfield		Fairfield/Vacaville Intermodal Station - New track and Grade Separation						\$22,600	\$11,000	\$0	\$0	\$0	\$22,600	\$11,000	\$21,654	☑	☑
104	11	SD	San Diego Association of Governments	905/ 125	State Route 905/State Route 125 Northbound Connectors						\$18,628	\$13,719	\$0	\$2,700	\$521	\$15,407	\$13,512	\$15,113	☑	☑
105	5	MON	City of Salinas	101	Sanborn Rd/US 101 Interchange Improvements & Elvee Drive Extension						\$4,300	\$1,700	\$0	\$0	\$0	\$4,300	\$1,700	\$4,341	☑	☑
106	7	LA	Southern California Regional Rail Authority		Vincent Siding at CP Quartz and 2nd Platform at Vincent Grade/Acton						\$17,400	\$8,200	\$350	\$650	\$0	\$16,400	\$8,155	\$16,851	☑	☑
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]					03/20/19	\$2,000	\$2,000	\$0	\$0	\$0	\$2,000	\$0	\$6,091	☑	
108.1	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program [Phase 1 - Berth/Wharf Improvements]				06/30/18		\$45,115	\$8,401	\$2,600	\$2,549		\$39,966	\$8,401	\$41,084	☒	
108.2	7	LA	Port of Los Angeles		YTI Terminal Enhancement & Truck Trip Reduction Program [Phase 2 - On-Dock Rail yard]				09/30/18		\$6,083	\$1,132	\$0	\$357		\$5,726	\$1,132	\$2,851	☒	
109	8	SBD	San Bernardino Associated Governments	10	I-10 Pepper Avenue Interchange	06/30/18	8/17/18	9/15/2020	12/31/2018		\$10,111	\$1,158	\$64	\$561	N/A	\$9,486	\$1,050	\$9,660	☑	
110	8	SBD	Southern California Regional Rail Authority		Hellman Avenue Crossing Improvements						\$3,580	\$1,790		\$200		\$3,380	\$1,465	\$1,916	☒	☑
111	7	LA	Southern California Regional Rail Authority		Citrus Avenue Crossing Improvements						\$3,485	\$1,455	\$250	\$325		\$2,910	\$1,425	\$2,723	☒	☑
112	7	LA	Southern California Regional Rail Authority		Ramona Boulevard Crossing Improvements						\$3,485	\$1,455	\$250	\$325		\$2,910	\$1,340	\$2,704	☒	☑
113	7	LA	Southern California Regional Rail Authority		Control Point Soledad Speed Increase Project						\$6,648	\$2,708	\$616	\$616		\$5,416	\$2,648	\$5,156	☒	☑
115.1	4	ALA	Port of Oakland		Cool Port Oakland Project						\$8,605	\$5,000	\$105	\$300	\$0	\$8,200	\$5,000	\$11,086	☑	☑
115.2	4	ALA	Port of Oakland		Cool Port Oakland Project						\$83,300	\$0	\$0	\$1,700	\$0	\$81,600	\$0	\$81,600	☑	☑
119	10	SJ	Port of Stockton		Navy Drive Widening						\$6,813	\$2,000	\$200	\$650	\$0	\$5,963	\$2,000	\$500	☒	☒
124	4	SON	Northern California Trade Corridors Coalition/Sonoma County Transportation Authority		US-101 Marin Sonoma Narrows HOV Lane Project Phase 2				12/30/20		\$37,662	\$3,000	\$0	\$2,642	\$20	\$35,000				
126	3	PLA	Northern California Trade Corridors Coalition/Placer County Transportation Planning Agency		I-80/SR-65 Interchange Phase 1 - Third Lane Project				12/02/23		\$11,900	\$3,600	\$0	\$0	\$0	\$11,900				



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127	3	SAC	Northern California Trade Corridors Coalition/Sacramento Area Council of Governments'		SR99 Auxiliary Lanes Project		12/01/23				\$7,095	\$900	\$170	\$600	\$25	\$6,300				
											\$4,631,444	\$1,743,532						\$5,077,461		

Phase Complete
 Behind Schedule

- No Known Scope, Budget, or Schedule Impact
- FDR is under review
- Known Scope, Budget, or Schedule Impact
- Potential Impact



TCIF Project Action Plan Report

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.

Project Action Plan – TCIF Project 3:

TCIF 3.3 City of Oakland: Outer Harbor Intermodal Terminals (OHIT) Segment 3 – City Site Prep Work and Backbone Infrastructure: The total scope of the Funded Segment, Segment 3.3-City Site Prep and Public Backbone Infrastructure Improvements (except for private wharf improvements) are complete and accepted by the City June 14, 2019. Litigation has delayed completion of the private wharf improvements where end of construction, and end of closeout, are dependent on the resolution of litigation. End of closeout is currently estimated by December 2027. The contract has been extended to remain open until April 2022.

In December 2021 The City of Oakland presented preliminary findings regarding greenhouse gas and pollution benefits of the project without constructing this wharf improvement component. City of Oakland submitted a proposal for to DRMT to close the project without constructing this component. DRMT management will analyze and consult with CTC staff before replying to City of Oakland.

TCIF 3.4 City of Oakland: Outer Harbor Intermodal Terminals (OHIT) Segment 4 – Recycling Facilities: The Project milestone schedule for Segment 4 is delayed because of requirement to renegotiation of price and terms for the sale of an adjoining 1.6-acre parcel which will provide primary and emergency access as well as additional on-site parking at the southern end of the North Gateway parcel for one of the two proposed Recycling Facilities. The schedule is also delayed due to litigation which continued through 2017 and delayed development negotiations under the joint agreement. The City authorized a new agreement with one recycler in July 2021 and negotiated a new agreement with the second recycler September 2021. Budget may be revised following completion of design where increased construction costs are anticipated. Design is delayed by 24 months and is now anticipated by December 2023. Completion of construction is anticipated by December 2025 and end of closeout by June 2027.

TCIF 3.5 City of Oakland: Outer Harbor Intermodal Terminals (OHIT) Segment 5 – City Trade and Logistics Facilities: The Project milestone schedule for Segment 3.5-City Trade and Logistics Facilities is delayed due to prior and current litigation by and between the City and the ground lessee and developers of the Bulk Cargo Marine Terminal, associated wharf improvements, and development of private rail which extends west of the Northern Union Pacific Rail Interface. While a total of 677,924 square feet of logistics warehouse space and a 718,740 square foot trade and logistics container depot will have been developed prior to current Matching Segment delivery milestone date of June 30, 2020; the delivery of the Bulk Cargo and Marine Terminal component, associated wharf improvements and rail extension is delayed and currently projected to be completed by June 30, 2027. The total project cost is now estimated as \$161,167,000.

Project Action Plan – TCIF Project 11:

TCIF 11 San Francisco Bay to Stockton Ship Channel Deepening Project: 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. 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. The contract completed November 2019 and FDR is pending, Local Assistance is working with the agency to get this project closed out.

Project Action Plan – TCIF Project 15:

TCIF 15.01 San Gabriel Valley Grade Separation Program (Phase I – Archaeological Services) & TCIF 15.02 San Gabriel Valley Grade Separation Program (Phase II – Trench and Fiber Optic relocation): Baseline Amendment was approved that changed match project. FDR submitted in January 2020, SFDR will be submitted after the matching projects are complete.

Project Action Plan – TCIF Project 23:

TCIF 23 Gerald Desmond Bridge Replacement: Gerald Desmond Bridge (Also in the CMIA program) –The Main Span Bridge Released for Construction design was delayed as well as the main towers construction. The project is currently wrapping up and addressing all the administrative paperwork for acceptance and approval. This is a Design/Build contract this has exceeded end construction by 36 months due to the complexity of the project. FDR is due August 2022.

Project Action Plan – TCIF Project 68:

TCIF 68.2 Segment 2 – SR 11 and Commercial Vehicle Enforcement Facility & TCIF 68.3 Segment 3 – East Otoy Mesa Land Port of Entry: Project delivery was delayed due to negotiation to achieve consensus in some areas, including the Intelligent Transportation Systems concept of operations 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. This segment was split into two phases, 68.2 and 68.2A. Project 68.2A was combined with a SHOPP project and awarded and is progressing.

Project Action Plan – TCIF Project 92:

TCIF 92.3 West Sacramento/Port of West Sacramento Rail Plan [Phase 3 – Washington Overpass] & TCIF 92.4 West Sacramento/Port of West Sacramento Rail Plan [Phase 4 – Loop Track]: Construction was delayed due additional roadway improvements needed. This work affected the overall project schedule. The completion of the match project schedule and delivery remains to be resolved. Updated schedule and plan has been requested with expectation of proposal next quarter.

Project Action Plan – TCIF Project 96:

TCIF 96 ACE Fairway Drive Grade Separation: The construction phase delay is due to the addition to the contract scope subsequent to contract award of the Lemon Avenue freeway ramp project on State Route 60. ACE assumed responsibility for the construction phase of the project from Caltrans which had handled the earlier project phases. The assignment of the project to ACE was intended to expedite the Lemon Avenue project schedule within the programmed budget. ACE agreed to assume the Lemon Avenue project because the three new freeway ramps constructed provide a more effective traffic detour route during closure of Fairway Drive for construction of the grade separation project. The Lemon Avenue project is being funded by the Cities as a betterment and has no impact on the Fairway Drive project scope or cost for TCIF purposes. The project was scheduled to complete construction on February 15, 2021, due to unforeseen circumstances and additional work needed – the final completion date was pushed out. ACE expects to complete construction in March 2023.

Project Action Plan – TCIF Project 113:

TCIF 113 Control Point Soledad Speed Increase Project: There are a few additional items of track work that needs to be completed and billed, including: Install derail sign and switch, regulate ballast and replace bridge ties. Closeout completed in March 25, 2020.

Project Action Plan – TCIF Project 118:

TCIF 118 San Elijo Lagoon Double Track: The construction contract acceptance milestone date has been delayed due to delay in the Begin Construction Phase. The negotiation of the guaranteed maximum price took longer than anticipated due to the redesign efforts to incorporate value engineering suggestions proposed by contractor. The project completed construction July 30, 2020.

Project Action Plan – TCIF Project 119:

TCIF 119 Navy Drive Widening: The project is currently behind schedule. The federal matching funds caused a delay in awarding the project, however the project was awarded in July 11, 2017. The annual dredging cycle occurs between June 1 and December 31. Project completed construction September 15, 2019 FDR is pending.

Project Action Plan – TCIF Project 125:

TCIF 125 Durfee Avenue Grade Separation Project: Project was delayed due to right of way acquisitions and additional costs were incurred due to ROW legal and UPRR delays. ACE expects to complete construction by July 31, 2022 and close by December 31, 2022. is delayed due to complications with Disadvantage Business Enterprise contract, agency anticipates starting construction soon.

Project Action Plan – TCIF Project 129:

TCIF 129 Everport Terminal Berth Efficiency and Emission Reduction Project: Construction progress has been delayed due to waiting for a third-party electrical utility company to complete their construction work. Completion of Construction is extended an additional 9 months to June 2022 and overall project completion is now anticipated by July 2023. Total project costs are now estimated as \$24,438,000.

Project Action Plan – TCIF Project 132:

TCIF 132 San Gabriel Valley Council of Governments, Montebello Boulevard Grade Separation: Schedule delays have occurred due to the Coronavirus pandemic which impacted right-of-way acquisition and contributed to design review and railroad agreement delays with the Union Pacific Railroad. Estimated project costs have also increased to \$190,812,000 due to increase costs in completing design, right of way acquisition, and court fee's, in materials and specialty labor which is consistent with cost increases seen with other rail related construction projects in Southern California. Cost increases account for yearly inflation from when the original project funding plan was submitted in 2017, and also account for additional costs due to limited material supply chains, and limited available labor for the rail industry, as a result of the Coronavirus pandemic.

Additional time is needed to secure funding before construction allocation is requested. San Gabriel Valley Council of Governments is working with the Los Angeles Metropolitan Transportation Authority to re-double the efforts in seeking funding to close the funding gap. The funding shortfall is being addressed by working to identify and seek funding through local measures, regional sources, and other State sources such as Transit and Intercity Rail Capital Program.

Right-of-way was completed in October 2020 and track work design is currently under review by Union Pacific Railroad with completion anticipated by March 2022. Construction allocation is now anticipated by August 2022 where 9 months to award the third-party contract, to account for bid protests or other potential delays, and 48 months to complete the project will be requested at the time of allocation to account for bid protests or other potential delays. End of construction is currently anticipated by May 2027 and end of closeout by December 2027.