

Memorandum

To: Chairman and Commissioners

Date: May 21-22, 2003

From: DIANE C. EIDAM
Executive Director

File No: 4.2a
Action

Ref: REVIEW OF PROJECT CATEGORIES FOR THE 2002-03 STIP ALLOCATION PLAN

Issue

At the April 3 Commission meeting, in response to testimony on the Allocation Plan, the Commission asked staff to review the classification of projects that were identified in the noncapacity category and to review the definitions used in defining the priority categories. Should the Commission now amend the Allocation Plan list approved at the April meeting by reclassifying some projects?

Recommendation:

After review of the projects previously classified as noncapacity, staff recommends changes for the following projects:

1. Classify the following Park and Ride projects as at significant risk of losing other funding. Each is designated for Federal demonstration or discretionary grant funding:
 - a. \$125,000 for the Rohnert Park Expressway Park and Ride, Sonoma County. Project has ISTEAD demonstration grant for \$500,000.
 - b. \$323,000 for CMAQ match for the Rohnert Park Expressway Park and Ride. As above. Includes on-ramp improvements needed to build the Park and Ride.
 - c. \$311,000 for the Manzanita Park and Ride, Phase 2, Marin. This STIP project expands the existing lot to support a shuttle to parklands, supported by a \$1 million Federal discretionary grant under the Transportation and Community and System Preservation Pilot Program.
2. Classify the following soundwall projects as required mitigation. Each of these projects is mitigation required for an interchange project funded with non-STIP funds:
 - a. \$1.145 million for Chula Vista soundwalls, San Diego County.
 - b. \$750,000 for Bakersfield soundwalls at the Route 99/White Lane interchange.
3. Classify projects for rehabilitation to relinquish State highways as required mitigation. Although this is rehabilitation work, it is a requirement for relinquishment of sections of highway that have been replaced by new alignment.
 - a. \$2.070 million on Route 111, Gillett Rd to Worthington, Imperial County.
 - b. \$152,000 on Routes 86 and 111, Coachella and Indio, Riverside County.

4. Classify the following project as capacity:

- a. The BART Pittsburg-Antioch terminal zone turnback project. This project would add system capacity by reducing train headways from 15 minutes to 5 minutes. Note that this project is programmed only for design work in FY 2002-03 and thus would still not be included in the allocation plan for the current fiscal year.

Background

Current cash flow projections indicate that there are not sufficient funds available for the Commission to allocate funding to all STIP projects that are programmed for delivery during the remainder of FY 2002-03 and FY 2003-04. On April 3, the Commission approved a STIP Allocation Plan designating which projects would receive allocations through June 2003, subject to delivery. The selection of projects was based on criteria approved by the Commission and a project list prepared in accordance with those criteria by Commission staff. The criteria were originally approved on February 27. They were reviewed, together with a preliminary project list at a special meeting, on March 12.

The STIP allocation plan approved for the remainder of FY 2002-03 included only projects that had been placed in one of four high priority categories:

- Required mitigation for projects already allocated.
- Projects at significant risk of losing other funding if not allocated.
- Planning, programming, and monitoring.
- Capacity projects with construction programmed in FY 2002-03 or earlier.

The other categories included:

- Pre-construction programming for capacity projects where construction is programmed in a later fiscal year.
- Noncapacity projects.
- Projects programmed in the STIP for FY 2003-04 or later.
- Projects requiring TCR program funding not yet allocated.

Between the March 12 and April 3 meetings, Commission staff changed the classification of several projects on the project list, based on comments and inquiries from Caltrans and regional agencies and based on a staff review of the programming, scope and funding of particular projects.

At the April 3 meeting and in subsequent correspondence with Commissioners and staff, the sponsors of several projects have claimed that their projects should have been classified differently. Some have claimed that projects classified as noncapacity should have been treated as capacity projects. Others have argued that their projects should have been included in the Allocation Plan because they are at significant risk of losing other funding or that they are required mitigation work. At the April 3 meeting, the Commission asked staff to review the projects and the standards that were used to apply the allocation plan criteria. This review was to be reported back to the Commission for consideration at the May 22 meeting.

The project list presented at the April 3 Commission meeting identified \$67.6 million in FY 2002-03 construction projects as noncapacity projects. In addition, \$8.5 million in pre-construction programming for projects with construction in a later year were classified as noncapacity. The list did not classify projects programmed only in later fiscal years as capacity or noncapacity.

After review, staff found that a \$7.0 million project that was included among the FY 02-03 noncapacity projects is actually programmed for FY 03-04. That project is for the San Diego MTDB regional automated fare system. The remaining \$60.6 million in FY 2002-03 construction projects that were classified as noncapacity include:

- \$20.5 million for local road rehabilitation and reconstruction projects.
- \$ 2.2 million for rehabilitation to relinquish State highways.
- \$ 1.9 million for local transit rehabilitation and restoration projects.
- \$ 4.5 million for other rail and transit noncapacity projects.
- \$13.3 million for signalization and intersection projects.
- \$ 6.6 million for bicycle and pedestrian projects.
- \$ 6.4 million for soundwalls.
- \$ 2.4 million for RSTP/CMAQ/TEA match reserves (undesigned).
- \$ 2.0 million for rideshare programs.
- \$ 0.8 million for park and ride lots.

A spreadsheet listing all of these projects is attached.

Discussion:

In defining and applying the categories in the allocation plan, Commission staff used the following general standards:

- Required mitigation for projects already allocated. This included projects for which the work was required to comply with an environmental document or permit for a parent STIP project that had already been allocated. Staff now proposes to expand this category to include STIP-funded mitigation that is required for parent projects that were fully funded with non-STIP funds. Staff also proposes to expand this category to include rehabilitation required to relinquish a State highway that is tied to the construction of a project already allocated.
- Project at significant risk of losing other funding if not committed. This category was limited to projects with transportation funding that would otherwise be lost to the State of California. This included, for example, Federal demonstration funding specifically designated for the project and Federal discretionary grants available only for the project. It also included STIP match in rural counties for Federal Highway Bridge Replacement and Rehabilitation (HBRR) funding because Federal law requires a portion of the State's HBRR apportionment be expended on off-system bridges.

Projects were not included in this category simply on the basis that non-STIP funds were also committed for the project, including RSTP and CMAQ funds. The general presumption was that the non-STIP funds could be applied to other projects and were not at significant risk of being lost to California. Some agencies cited the potential project loss of RSTP or CMAQ funds because of the timely use funds provision of AB 1012. These projects were not included in this category because there is no risk that the Federal funds would be lost to California. Under AB 1012, any funds that a project loses in this way revert to the Commission for redirection.

- Capacity and noncapacity projects. Road projects were classified as capacity projects if they would add through lanes. Transit projects were classified as capacity projects if they would add new tracks or purchase passenger rail cars or buses. The following types of projects were treated as noncapacity for the purpose of applying the Commission's allocation plan criteria:
 - Local road rehabilitation and reconstruction. The Commission's criteria explicitly identified local road rehabilitation as noncapacity. Reconstruction projects are essentially the same, though they may include added design features, including curbs, gutters, sidewalks, or drainage facilities.
 - Rehabilitation to relinquish State highways. Staff originally classified these projects as noncapacity because they do not add through roadway capacity. However, staff now recommends that these projects be treated as a required mitigation for projects already allocated. With the completion of a project to construct a State highway on a new alignment, the State has

an obligation to rehabilitate the old highway before relinquishing it to a local agency. The cost of doing this work is, in effect, a part of the cost of the new alignment. The relinquishment also relieves the State of liability for future maintenance.

- Local transit rehabilitation and restoration. The Commission’s criteria explicitly identified transit rehabilitation as noncapacity.
- Other rail and transit. Staff classified several other transit projects as noncapacity because they did not add track or guideway or purchase passenger equipment. These included projects for bus and rail station improvements, station parking lots, an automated fare system, and carsharing development.
- Signalization and intersection projects. Staff classified signalization and intersection projects as noncapacity because they are operational improvements that do not add through roadway capacity. Staff is recommending no change.
- Bicycle and pedestrian projects. Staff classified these projects as noncapacity because they do not add substantially to road or transit capacity.
- Soundwalls. Staff classified these projects as noncapacity because they are retrofit enhancements that do not increase road or transit capacity. However, staff now recommends reclassifying 2 soundwall projects as required mitigation. Those 2 projects are mitigations for parent projects that were funded from non-STIP sources.
- Undesignated match reserves. Staff classified these reserves as noncapacity because the specific project purposes for the reserves were not identified, other than to match RSTP, CMAQ, or TEA funds. Most reserves are for matching CMAQ or TEA, which by definition are not available for capacity-increasing projects.
- Rideshare programs. Staff classified these projects as noncapacity because they do not add to roadway or transit capacity.
- Park and ride lots. Staff classified park and ride projects as noncapacity because they do not add directly to roadway or transit capacity. As noted above, however, the staff has now identified both of the park and ride lot projects that were on the original allocation plan list as being projects at risk of losing designated Federal funds.

Local Agency Comments

The following is a summary of comments and requests received concerning projects other than those included in the staff recommendation.

- Contra Costa. The Contra Costa Transportation Authority (CCTA) has requested categorizing the Martinez Bay Trail project as “at significant risk of losing other funding,” citing a \$325,000 grant to the City of Martinez from the Association of Bay Area Governments (ABAG). STIP funding is \$300,000. Total project cost is \$675,000. Staff did not classify this funding as at risk because it would not be lost to California. See the prior discussion above.
- Riverside. Staff of the Riverside County Transportation Commission (RCTC) have requested that the City of Indio’s project for rehabilitation of IndioBlvd be classified as “at significant risk of losing other funding,” citing other funding sources, including \$1.7 million of TEA and RSTP and \$2.2 million in local funds. STIP funding is \$325,000. Staff did not classify this funding as at risk because it would not be lost to California. See the prior discussion above.
- Riverside. Staff of RCTC have requested that Riverside County’s project for reconstruction work on Van Buren Blvd be given “special consideration” for funding, noting that the County “is preparing a report that will outline the accidents and fatalities that have occurred and will be forwarding it to the

CTC.” Staff classified this project as noncapacity with other local road rehabilitation and reconstruction projects.

- Monterey. The Transportation Agency for Monterey County (TAMC) requested allocation for 5 non-capacity-increasing projects, citing their high local priority and job creation potential. Supporting requests were also received from the City of Monterey, Monterey-Salinas Transit, and the City of Greenfield.
- BART. The Bay Area Rapid Transit District (BART) has requested allocations for 4 BART projects not included in the allocation plan. They include:
 - SFO extension bikeway, \$1.343 million. Classified as noncapacity, with other bicycle and pedestrian projects. BART cites its commitment to the bikeway as a key factor in securing San Mateo’s contribution of \$185 million to BART’s extension programs.
 - Pittsburg-Bay Point Terminal Zone project, programmed \$350,000 for design in FY 02-03 and \$1,150,000 for construction in FY 03-04. Originally classified as noncapacity, Commission staff is recommending reclassification to capacity. However, Commission criteria would not include the design of a project scheduled for later construction in the allocation plan.
 - Richmond Parking Garage expansion, programmed \$200,000 for design in FY 02-03 and \$1,800,000 for construction in FY 03-04. Staff classified as noncapacity, along with other transit parking lots and structures. BART cites the project as a “linchpin element” of a 3-party agreement to introduce \$100 million of development around the station.
 - Embarcadero and Montgomery Stations seismic retrofit conceptual engineering, \$500,000. Programmed under Advance Project Development Element. Staff classified as noncapacity, along with other transit station projects. Even if the project were classified as capacity, it would have received lower priority under the Commission’s criteria because it is not programmed for construction. BART cites need for project to allow BART to accommodate in the seismic retrofit design future increases in station capacity and enhancements.
- San Luis Obispo. The San Luis Obispo Council of Governments (SLOCOG) requested that 2 projects be reclassified and that 2 be considered for priority as funding increases for projects already allocated.
 - City of Morro Bay Route 1/41 roundabout. Requested classification as capacity. Staff classified this project as noncapacity, with other signalization and intersection projects.
 - City of San Luis Obispo Santa Barbara Street widening. Staff listed this with projects deliverable in FY 02-03 though programmed later, as reported in our delivery survey. SLOCOG requests classification as capacity-increasing and reports construction scheduled for March 2004. Staff recognizes this project as capacity. However, the project is actually programmed for design and right-of-way in FY 03-04 and construction in FY 04-05.
 - City of Grover Beach Oak Park widening. This project augments an earlier project, voted in June 2001, now with an extension to award to February 2004. The project is programmed for construction in FY 03-04.
 - City of Arroyo Grande East Grand Avenue rehabilitation. SLOCOG describes this project as the second component of a project that has already received allocations and extensions to award by May 2003. The project is a local road rehabilitation project and is programmed for construction in FY 03-04.
- Santa Clara. The City of Palo Alto has requested approval for an allocation of \$293,000 from the Santa Clara County CMAQ match reserve for a pedestrian/bicycle undercrossing of the Caltrain tracks at Homer Avenue. The City cites a contribution of \$325,000 from the Air District, the potential savings of doing the project during Caltrain’s weekend closure for rail improvements, and the project’s creation

of construction jobs. This funding was classified as noncapacity, as a part of the undesignated CMAQ match from Santa Clara County. With identification of the project, staff would classify the project as noncapacity with other pedestrian and bicycle projects.

- MTC. The Metropolitan Transportation Commission has requested funding priority by reclassification for several projects. They include:
 - Projects requested to be classified with required mitigation. Neither of these meets the test applied by staff. See the prior discussion.
 - BART, SFO bicycle and pedestrian path. See BART, above.
 - City of Fairfield, CentralWay overlay. The MTC notes that the City had traded this project from other funding to the STIP so that activities could proceed on projects related to the Interstate 80/680 interchange. CTC staff notes that this “prior commitment” was not a commitment of the CTC.
 - Projects requested to be classified as “at risk of loss of funding if not allocated.” MTC cites non-STIP funding leveraged. None of these projects meets the test applied by staff. See the prior discussion.
 - City of Sausalito, Bridgeway rehabilitation. \$411,000 in RSTP funds.
 - City of Lafayette, Reliez Valley Road regional trail gap. \$420,000 in CMAQ funds.
 - City of Martinez Bay Trail. See Contra Costa, above.
 - City of Palo Alto, Homer Avenue bicycle and pedestrian undercrossing. See Santa Clara, above.
 - Santa Clara County, San Jose SMART Corridor and Stevens Creek ITS, match for CMAQ of over \$3 million.

Attachment(s)

NONCAPACITY CONSTRUCTION PROJECTS IN FY 02-03 STIP ALLOCATION PLAN

(\$1,000's)

	County	Agency	Rte	PPNO	Project	Allocation	STIP	Project Totals by Component				
						Month	Total	R/W	Const	E & P	PS&E	
	Local Road Rehabilitation:											
RIP	Alameda	Union City	loc	2198	Alvarado-Niles, pavement rehab	Jun-03	240	0	240	0	0	
RIP	Butte	Butte County	loc	1L47	West 8th Av reconstruction (ext 5-02)	May-03	22	0	0	0	22	
RIP	Butte	Butte County	loc	2L93	Neal Rd, 4.7-5.9 mi E of Rt 99, rehab	May-03	610	0	610	0	0	
RIP	Butte	Butte County	loc	2L94	Oroville Bangor Hwy reconst (ext 6-02)	May-03	85	0	0	0	85	
RIP	Butte	Paradise	loc	2L114	Almond St, Elliott-Fir, rehab	Jun-03	195	0	195	0	0	
RIP	Butte	Paradise	loc	2L119	Pearson Rd, Skyway-Black Olive, rehab	Feb-03	522	0	522	0	0	
RIP	Contra Costa	Danville	loc	2011M	Oak Hill Park frontage improvements (State only)	Jun-03	62	0	62	0	0	
RIP	Glenn	Willows	loc	3L72	Pacific Av, Green-N City Limits, reconst (State only)	Feb-03	7	0	0	1	6	
RIP	Humboldt	Arcata	loc	2059P	K/Alliance, Samoa-Foster, rehab	Jun-03	660	0	660	0	0	
RIP	Humboldt	Eureka	loc	2074	RR crossings, 3 locations, rehab (State only)	Jun-03	100	0	100	0	0	
RIP	Inyo	Bishop	loc	4	Wye Road, Rt 6-Spruce, recon (ext 6-01)	Feb-03	385	0	385	0	0	
RIP	Inyo	Bishop	loc	5	Home St, Rt 168-Sierra, reconstruction	Apr-03	410	0	410	0	0	
RIP	Inyo	Bishop	loc	1503	Mandich,Snedden,S 3rd, Warren, rehab (SO)(incr)	Apr-03	56	0	0	0	56	
RIP	Inyo	Bishop	loc	1503	Mandich,Snedden,S 3rd, Warren, rehab (SO)(incr)	May-03	14	0	14	0	0	
RIP	Inyo	Inyo County	loc	3036	Shabbell Lane, overlay	Jun-03	105	0	94	0	11	
RIP	Inyo	Inyo County	loc	4019	Tuttle Creek Road, overlay	Jun-03	224	0	200	0	24	
RIP	Inyo	Inyo County	loc	4021	Substation Road, overlay	Jun-03	111	0	99	0	12	
RIP	Lake	Clearlake	loc	3021P	Lakeshore, Pearl, Howard, Uhl, rehab (02S-43)	May-03	360	0	360	0	0	
RIP	Marin	Sausalito	loc	2012R	Bridgeway, Princess-Johnson, rehab	Apr-03	131	0	121	0	10	
RIP	Mariposa	Mariposa Co	loc	2K11	Darrah Rd, Hwy 49 South-Triangle, rehab	Feb-03	415	0	415	0	0	
RIP	Modoc	Alturas	loc	2176	Warner St, Park-Rt 299, rehab (02 STIP)	Feb-03	1,495	0	1,495	0	0	
RIP	Mono	Mono County	loc	2009	Lundy Lake Rd, rehab (ext 6-02)	Apr-03	1,310	1	1,294	0	15	
RIP	Monterey	Greenfield	loc	1013	El Camino Real, Apple-Walnut, rehab (00S-65)	Jun-03	50	0	50	0	0	
RIP	Monterey	King City	loc	1014	Broadway, Russ-3rd, reconstruct (00S-65)	Jun-03	50	0	50	0	0	
RIP	Monterey	Monterey	loc	1156	Del Monte Av, Sloat-Palo Verde, reconstruct (SO)	May-03	885	0	885	0	0	
RIP	Monterey	Soledad	loc	1015	West St, Front St, rehab (00S-65)	Feb-03	61	0	57	0	4	
RIP	Plumas	Plumas County	loc	2045	CR 109, rehab and safety (ext 5-02)	Jun-03	1,417	0	1,417	0	0	
RIP	Plumas	Plumas County	loc	2045	CR 109, rehab and safety	Jun-03	558	0	558	0	0	
RIP	Plumas	Plumas County	loc	2233	Quincy Jct Rd, pavement rehab	Feb-03	280	0	280	0	0	
RIP	Plumas	Plumas County	loc	2244	Lake Davis Rd, rehab (00S-7)	Feb-03	415	0	415	0	0	
RIP	Plumas	Plumas County	loc	2247	Rd A-15 PM 3.6-5.0, rehab (00S-7)	Jun-03	200	0	200	0	0	
RIP	Plumas	Plumas County	loc	2250	Big Cove Rd, rehab (00S-7)	Feb-03	200	0	200	0	0	
RIP	Plumas	Plumas County	loc	2253	Lee Rd, rehab (00S-7)	Feb-03	290	0	280	0	10	
RIP	Plumas	Plumas County	loc	2254	Bucks Lake Rd,Meadow Valley, reh (00S-7)	Feb-03	315	0	290	0	25	
RIP	Riverside	Indio	loc	0M	Indio Bl, Jackson-Rt 111, rehab (00S-59)	Apr-03	325	0	325	0	0	
RIP	Riverside	Riverside Co	loc	1103	Van Buren Bl, Wash'n-Ora Terrace, median, turnouts	May-03	1,323	0	1,323	0	0	
RIP	Sacramento	Sacramento	loc	9L02	N 3rd, Vine, Sproule, Pk Riviera, Dayton, recon	Feb-03	1,891	0	1,891	0	0	
RIP	San Benito	San Juan Bautista	loc	853	Curbs, gutters, sidewalks, storm drains (State only)	May-03	133	0	133	0	0	
RIP	Siskiyou	Dorris	loc	2282	Main St, Triangle St, State St, rehab (State only)	Feb-03	320	0	320	0	0	
RIP	Siskiyou	Montague	loc	2288	Prather St, rehab (State only)	Feb-03	350	0	322	8	20	
RIP	Siskiyou	Tulelake	loc	2290	Modoc St, F St, rehab (State only)	May-03	350	0	325	0	25	
RIP	Siskiyou	Yreka	loc	2215	Greenhorn Rd rehab	Apr-03	451	0	451	0	0	

NONCAPACITY CONSTRUCTION PROJECTS IN FY 02-03 STIP ALLOCATION PLAN

(\$1,000's)

	County	Agency	Rte	PPNO	Project	Allocation Month	STIP Total	Project Totals by Component			
								R/W	Const	E & P	PS&E
RIP	Solano	Fairfield	loc	321C	Central Way, Ritchie-Pitman, overlay	Feb-03	158	0	158	0	0
RIP	Tehama	Tehama	loc	2173	7 streets, rehab (summer 2003)	Feb-03	157	0	148	1	8
RIP	Tehama	Tehama County	loc	2191	Rd 99W, at Red Bank Creek, over 0.5 mi	May-03	109	0	109	0	0
RIP	Tehama	Tehama County	loc	2193	Tyler Rd at Rd 99W, improvs/rehab	May-03	182	0	182	0	0
RIP	Trinity	Trinity County	loc	2216	Hyampom Rd, PM 0.0-3.5, rehab	Apr-03	729	0	729	0	0
RIP	Tulare	Visalia	loc	8633	9 street segments, rehab	May-03	934	0	904	0	30
RIP	Tuolumne	Sonora	loc	9890	Grade xings, Sanguinetti/Old Wards (ext 6-01)	Jan-03	33	0	33	0	0
RIP	Tuolumne	Sonora	loc	3K94	City street rehab & safety, 6 locations (State only)	May-03	210	0	210	0	0
RIP	Yolo	Davis	loc	2L80	Pavement rehab, phase 2	May-03	600	0	600	0	0
							20,495				
Rehabilitation to Relinquish State Highways:											
RIP	Imperial	Caltrans	111	564	Rehab to relinquish, Gillett Rd-Worthington	Apr-03	2,070	0	2,070	0	0
IIP	Riverside	Caltrans	86	75J	Rehab/relinq, city, Rt 86,111,195 /75D (split,6-02 vote)	Jun-03	152	0	152	0	0
							2,222				
Local Transit Rehabilitation and Restoration:											
RIP	Alameda	AC Transit	bus	2113A	Engine transmission rehab	Dec-02	628	0	628	0	0
RIP	Monterey	MST	bus	1004	Rehab 12 diesel buses	May-03	540	0	540	0	0
RIP	San Bernardino	Needles	tea	1E	El Garces station restoration (ext 5-02)	Feb-03	75	0	0	0	75
RIP	San Bernardino	Needles	rail	1E	El Garces station restoration (ext 5-02)	Feb-03	640	0	640	0	0
							1,883				
Other Rail and Transit Noncapacity:											
RIP	Kings	KCAPTA	bus	8526	Intermodal transfer site improvements (State only)	May-03	400	0	340	0	60
RIP	Los Angeles	Santa Clarita	rail	2901	Newhall Metrolink, expand parking (ext 6-02)	Apr-03	100	0	100	0	0
RIP	Los Angeles	Los Angeles	loc	3227	Bicycle parking at 5 Pasadena Blue Line stations (SO)	May-03	85	0	85	0	0
RIP	Tulare	Tulare	bus	8631	Tulare intermodal transit center	May-03	1,904	0	1,904	0	0
IIP	Various	Caltrans	rail	2017	Carsharing development (intercity rail)(02S-18)	Apr-03	1,975	0	1,975	0	0
							4,464				
Signalization and Intersection Improvements:											
RIP	Butte	Caltrans	99	2415	Durham Pentz Rd, off-ramp signals	Feb-03	590	0	590	0	0
RIP	Butte	Paradise	loc	2L120	Skyway/Wagstaff intersec rehab	Feb-03	66	66	0	0	0
RIP	Fresno	Fresno	loc	6L02	CMAQ match, Marks/Weber intersection	Feb-03	18	0	18	0	0
RIP	Los Angeles	Los Angeles	loc	2369	Sepulveda/Burbank intersec (98S-75)	May-03	1,184	0	1,184	0	0
RIP	Los Angeles	LA County	loc	2845	Carson St signal synch, LB BI-Bloomfield	May-03	1,427	0	1,427	0	0
RIP	Los Angeles	Los Angeles	loc	2858	Eagle Rock ATSAC (ext 5-02)	Feb-03	2,516	0	2,516	0	0
RIP	Los Angeles	Los Angeles	loc	2858	Eagle Rock ATSAC (ext 6-01)	Feb-03	1,187	0	1,187	0	0
RIP	Los Angeles	Los Angeles	loc	2858	Eagle Rock ATSAC	Feb-03	766	0	766	0	0
RIP	Los Angeles	Downey	loc	2870	Lakewood BI signal interconnect (00S-40)	Dec-02	112	0	112	0	0
RIP	Los Angeles	Downey	loc	2870	Lakewood BI signal interconnect (00S-40)	Dec-02	1,035	0	1,035	0	0
RIP	Los Angeles	Agoura Hills	loc	2875	Central traffic signal system (ext 6-02)	May-03	325	0	325	0	0

NONCAPACITY CONSTRUCTION PROJECTS IN FY 02-03 STIP ALLOCATION PLAN

(\$1,000's)

	County	Agency	Rte	PPNO	Project	Allocation Month	STIP Total	Project Totals by Component			
								R/W	Const	E & P	PS&E
RIP	Los Angeles	Agoura Hills	loc	2875	Central traffic signal system	May-03	399	0	399	0	0
RIP	Los Angeles	Los Angeles	loc	3133	Valley Circle Bl at Rt 101, intersec improvts (SO)	May-03	301	0	301	0	0
RIP	Los Angeles	Vernon	loc	4300	Atlantic/Bandini intersec improvts (ext 5-01)	Jan-03	2,437	0	2,437	0	0
RIP	Marin	Marin County	loc	2163	CMAQ match, Downtown Signal System Mgmt	Feb-03	23	0	23	0	0
RIP	Mendocino	Ukiah	loc	4095P	North State St curb ramps, 2 intersecs (State only)	May-03	18	0	18	0	0
RIP	San Luis Obispo	Morro Bay	loc	1105	Rt 1/Rt 41 roundabout (State only)	Jun-03	441	0	441	0	0
RIP	Santa Barbara	S B County	loc	223G	Evans Av/Ortega Hill Rd intersection	May-03	310	0	310	0	0
RIP	Tulare	Visalia	loc	8688	Emergency vehicle preemption, 34 intersections	May-03	186	0	186	0	0
							13,341				
					<u>Bicycle and Pedestrian:</u>						
RIP	Contra Costa	Lafayette	loc	2011L	Reliez Valley Rd walkway (State only)	Jan-03	109	0	109	0	0
RIP	Contra Costa	San Pablo	loc	2011Q	San Pablo Dam Rd ped path (State only)	Jun-03	115	0	115	0	0
RIP	Contra Costa	Martinez	loc	2011W	Bay Trail, phase 2 segments (State only)	Jun-03	300	200	100	0	0
RIP	Fresno	Fowler	loc	6L02	CMAQ match, replace sidewalks, 5th, Main	Apr-03	5	0	5	0	0
RIP	Humboldt	Humboldt Co	loc	2054P	Walnut Dr, Cypress-Avalon, bike lanes	Dec-02	551	0	551	0	0
RIP	Lassen	Lassen County	loc	2123	Skyline Rd Ext/South, bikeway (98S-111)	May-03	74	74	0	0	0
RIP	Los Angeles	Los Angeles	loc	2868	San Fernando Rd bike path (ext 6-01)	Jan-03	2,302	0	2,302	0	0
RIP	Los Angeles	Compton	loc	2869	Compton Cr bike path, Greenleaf-Artesia	May-03	388	0	388	0	0
RIP	Los Angeles	Pasadena	rail	2912	Pasadena Blue Line ped enhancements	May-03	399	0	356	0	43
RIP	San Mateo	BART	loc	1035	SFO Airport Bicycle Trail (State only)	Jun-03	1,343	655	688	0	0
RIP	Santa Barbara	Caltrans	101	481	Evans-Sheffield, NB aux ln, bikeway (grf, increase)	Jun-03	836	0	836	0	0
RIP	Santa Barbara	Santa Barbara	loc	1197	Sidewalk installation (locs not ID'd)(State only)	Jun-03	200	0	200	0	0
							6,622				
					<u>Soundwalls:</u>						
IIP	Alameda	Caltrans	92	90C	Hesperian Bl-Santa Clara St, soundwalls	Jun-03	670	0	670	0	0
RIP	Kern	Caltrans	99	3506	White Lane soundwall	May-03	625	0	625	0	0
RIP	San Bernardino	Caltrans	215	244C	Soundwalls, Grand Terrace, Barton Rd-Newport Av	May-03	1,389	0	1,389	0	0
RIP	San Diego	Chula Vista	loc	435A	Rt 805 Orange-Palomar sndwalls (00S-21)	Jun-03	1,145	0	1,145	0	0
RIP	Ventura	Oxnard	loc	3138	Soundwall, SB Rt 101, Snow Av-Jardin Dr (02S-17)	May-03	425	0	425	0	0
RIP	Ventura	Ventura	loc	3140	Soundwall, E Main St-S Hill Rd (02S-17)	Jun-03	469	0	469	0	0
RIP	Ventura	Thousand Oaks	loc	3141	Soundwall, Lynn Rd-Wendy Dr (02S-17)	May-03	1,689	9	1,680	0	0
							6,412				
					<u>Undesignated match reserves:</u>						
RIP	Fresno	COFCG	mat	6L02	CMAQ match reserve	Jun-03	665	0	665	0	0
RIP	Madera	Madera CTC	mat	8850	CMAQ match reserve	May-03	67	0	67	0	0
RIP	San Benito	San Benito COG	loc	938	CMAQ match reserve (ext 5-02)	May-03	30	0	30	0	0
RIP	San Diego	SANDAG	loc	7401B	RSTP/CMAQ/TEA match reserve	May-03	22	0	22	0	0
RIP	San Diego	SANDAG	loc	7401B	RSTP/CMAQ/TEA match reserve	May-03	241	0	241	0	0
RIP	Santa Clara	MTC	loc	2168	CMAQ match reserve (98S-122)	Jun-03	797	0	797	0	0
RIP	Stanislaus	StanCOG	mat	9951	RSTP/CMAQ/TEA match reserve	May-03	383	0	383	0	0

NONCAPACITY CONSTRUCTION PROJECTS IN FY 02-03 STIP ALLOCATION PLAN

(\$1,000's)

	County	Agency	Rte	PPNO	Project	Allocation	STIP	Project Totals by Component			
						Month	Total	R/W	Const	E & P	PS&E
RIP	Stanislaus	StanCOG	mat	9951	RSTP/CMAQ/TEA match reserve	May-03	5	0	5	0	0
RIP	Tahoe RPA	Tahoe RPA	mat	3L85	CMAQ match reserve	May-03	173	0	173	0	0
							2,383				
					<u>Rideshare Programs:</u>						
RIP	Riverside	RCTC	tdm	9801	Rideshare program (02 STIP)	May-03	400	0	400	0	0
RIP	San Diego	SANDAG	tdm	7404	Rideshare TDM program	Jun-03	1,644	0	1,644	0	0
							2,044				
					<u>Park and Rides:</u>						
RIP	Marin	Marin CMA	loc	320C	Manzanita park and ride, phase 2	May-03	244	0	244	0	0
RIP	Marin	Marin CMA	loc	320C	Manzanita park and ride, phase 2	Jun-03	67	0	67	0	0
RIP	Sonoma	MTC	mat	2172	CMAQ match (ext 6-02), Roh Pk Park & Ride (\$323K)	Feb-03	323	0	323	0	0
RIP	Sonoma	Caltrans	101	782G	Park/Ride, Rohnert Park interch (98S-106)	May-03	125	0	125	0	0
							759				
					<u>Miscellaneous:</u>						
RIP	Stanislaus	StanCOG	mat	9951	CMAQ match, one dump truck	Apr-03	9	0	9	0	0
							9				
					Total Construction in FY 02-03 Described as Noncapacity		60,634				
					<u>Project Programmed in FY 03-04 (Incorrectly Included in Prior Listing of FY 02-03 Projects):</u>						
RIP	San Diego	SDMTDB	rail	978	Regional automated fare system (State only)	May-03	7,000	0	5,250	0	1,750