

# Memorandum

To: Chair and Commissioners

Date: September 10, 2008

  
From: JOHN F. BARNA, JR.

File: Book Item 3.7  
Action

Ref: **Revised Proposition 1B Quarterly Progress Report (FY 07/08 QTR 4) & Corrective Action Plans for Corridor Mobility Improvement Account and State Route 99 Bond Funded Projects**  
*(Resolutions CMIA-PA-0809-004 and R99-PA-0809-001)*

**ISSUE:** Should the Commission approve the corrective action plans for CMIA and SR 99 projects based on the revised quarterly progress report for Quarter 4 of FY 07/08?

**RECOMMENDATION:** Staff recommends that the Commission not take any action on the attached quarterly report and corrective plans, but direct Staff to work with project sponsors and the Department to better identify variances and clearly document those corrective measures requiring action by the Commission. Staff also recommends that this direction be integrated with the outcome of the accountability discussions presented earlier by Executive Director Barna and Director Kempton.

**BACKGROUND:** Subsequent to the August 2008 Commission meeting, Executive Director Barna and Director Kempton discussed possible options to streamline and simplify the accountability reporting process and the approval of related CMIA and SR 99 corrective plans. Mr. Barna and Mr. Kempton will share the outcome of these discussions in their respective reports.

This week, the Commission received a revised quarterly progress report for the 4<sup>th</sup> quarter of FY 07/08 and a request from Caltrans to approve seven corrective plans for CMIA and SR 99 projects. The attached letter from the Caltrans Proposition 1B Program Manager, transmitting these plans, recommends that four CMIA and three SR 99 corrective plans be approved. In addition, Caltrans is currently reviewing another twenty-four corrective plans for these two programs.

Attachments:

Quarterly Progress Report Information:

1. Proposition 1B Quarterly Progress Report, 4<sup>th</sup> Qtr FY 07/08 (Revised)

Corrective Action Plan Information:

1. Transmittal letter from Ross Chittenden, Caltrans Proposition 1B Program Manager
2. Department Recommendations
3. Corrective Action Plans

**PROPOSITION 1B Quarterly Status Report**  
**FY 07/08 - 4th Quarter (April 1, 08 - June 30, 08) -**

**Corridor Mobility Improvement Account (CMIA)**

**Legend**

-  Green - Within current approved schedule or budget
-  Yellow - Potential schedule or budget impacts
-  Red - Known schedule or budget impacts
-  Projects titles highlighted with same color are grouped projects that make a CMIA corridor

Co	Rte	Project Title	Bond Funding	Total Project Cost	Total Expended	Estimate At Complete	Cost Threshold	Schedule Threshold				
								Env. Clr	RTL	RW Cert	AWARD	CCA
ALA	24	Route 24/Caldecott Tunnel Corridor	175,000	420,000	43,771	420,000	✓	✓	✓	✓	✓	✓
ALA	580	I-580 and Route 84 Interchange	68,000	153,000	30,100	153,000	✓	✓	✓	✓	✓	✓
ALA	580	Route 580 Westbound HOV Lane Project	101,700	145,400	2,000	145,400	✓	✓	✓	✓	✓	✓
ALA	580	Route 580 EB HOV Lane Project-Hacienda to Portola	72,200	80,208	6,725	80,208	✓	✓	✓	✓	◆	✓
ALA	580	Route 580 EB HOV Lane Project-Portola to Greenville		73,661	6,170	73,661	✓	✓	✓	✓	✓	✓
ALA	880	I-880 southbound HOV Lane Extension - Hegenberger	94,600	108,000	310	108,000	✓	✓	✓	✓	✓	✓
CAL	4	Angels Camp Bypass	4,438	61,552	33,665	63,685	◆	✓	✓	✓	✓	✓
CC	4	SR-4 East Widening from Somersville to SR 160	85,000	445,000	10,020	445,000	✓	✓	✓	✓	✓	✓
CC	80	I-80 Intergrated Corridor Mobility Project	55,300	63,400	800	63,400	✓	◆	◆	◆	✓	◆
ED	50	HOV Lane - El Dorado Hills Blvd to w. of Bass Lake	20,000	44,568	2,366	44,403	✓	✓	◆	◆	✓	✓
KER	46	Route 46 Expressway - Segment 3	45,000	94,032	2,779	103,255	◆	✓	✓	✓	✓	✓
KIN	198	Kings/Tulare Rte. 198 Expressway	71,600	124,367	16,906	124,604	◆	✓	✓	✓	✓	✓
LA	405	Route 405 Carpool Lane I-10 to US 101(Northbound)	730,000	950,000	24,840	917,066	✓	✓	◆	◆	✓	✓
LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	20,000	120,930	11,066	119,909	✓	✓	✓	✓	✓	✓
LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	0	248,627	19,098	254,301	◆	✓	✓	✓	✓	✓
LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	8,000	50,844	3,301	59,536	◆	✓	✓	✓	✓	✓
LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	45,000	189,138	12,992	155,321	✓	✓	✓	✓	✓	✓
LA	5	Rte 5 Carpool Lane from Orange Co Line to I-605	387,000	1,240,524	20,294	1,244,030	◆	✓	✓	✓	✓	✓
MON	1	Salinas Road Interchange	37,061	48,516	5,897	47,595	✓	✓	✓	✓	✓	✓
MRN	101	Highway 101 Marin-Sonoma Narrows Project Contract A1	49,930	77,310	7,195	77,310	✓	✓	✓	✓	✓	✓
MRN	101	Highway 101 Marin-Sonoma Narrows Project Contract B1	10,443	67,440	7,195	67,440	✓	✓	✓	✓	✓	✓
MRN	101	Highway 101 Marin-Sonoma Narrows Project Contract B2	22,027	58,049	7,195	58,049	✓	✓	✓	✓	✓	✓
MRN	580	WB 580/NB 101 Connector	20,000	20,000	2,230	20,000	✓	✓	✓	✓	✓	✓
NAP	12	Jameson Canyon	73,990	139,500	7,897	139,500	✓	✓	✓	✓	✓	✓
NEV	49	La Barr Meadows Widening	18,568	40,500	6,034	40,453	✓	✓	✓	✓	✓	✓
ORA	405	Route 22/405/605 HOV Connector with ITS	200,000	400,000	07203	400,000	✓	✓	✓	✓	✓	✓
ORA	57	Northbound widening, Route 91 to Lambert Road	70,000	140,000	03041	140,000	✓	✓	✓	✓	✓	✓
ORA	57	Northbound widening - Katella Ave to Lincoln Ave	20,086	41,086	00250	41,086	✓	✓	✓	✓	✓	✓
ORA	91	SR 91 Eastbound Lane - Route 241 to Route 71	71,440	80,500	07623	81,408	◆	✓	✓	✓	✓	✓
ORA	91	Widening - Route 55 connector to Weir Canyon Rd	22,000	96,000	2,447	96,000	✓	✓	✓	✓	✓	✓
PLA	65	Lincoln Bypass	73,715	324,000	70,928	305,540	✓	✓	✓	✓	✓	✓

**PROPOSITION 1B Quarterly Status Report**  
**FY 07/08 - 4th Quarter (April 1, 08 - June 30, 08) -**

**Corridor Mobility Improvement Account (CMIA)**

**Legend**

-  Green - Within current approved schedule or budget
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Co	Rte	Project Title	Bond Funding	Total Project Cost	Total Expended	Estimate At Complete	Cost Threshold	Schedule Threshold				
								Env. Clr	RTL	RW Cert	AWARD	CCA
PLA	80	I-80 Capacity/Operational Improvements Phase 2	17,700	80,232	8,775	47,635	✓	✓	✓	✓	✓	✓
PLA	80	I-80 Capacity/Operational Improvement Phase 3A	31,300	34,000	1,698	66,905	◇	✓	✓	✓	✓	✓
RIV	215	Add mixed-flow lane from Rte 15 to Scott Rd	38,570	62,321	2,066	62,321	✓	✓	✓	✓	✓	✓
RIV	91	Route 91 HOV Lane Gap closure	157,198	240,277	8,573	239,842	✓	✓	✓	✓	✓	✓
SAC	50	HOV lanes & Community enhancements	80,000	165,000	9,054	165,000	◇	✓	✓	✓	✓	✓
SAC	Loc	White Rock Rd Widening, Grant Line to Prairie City	22,000	26,600	382	26,600	✓	✓	✓	✓	✓	✓
SBD	10	I-10, Construct Westbound mixed flow lane	26,500	43,186	613	40,953	✓	✓	✓	✓	✓	✓
SBD	10	Widen ramps, aux lanes: Cherry, Citrus & Cedar	19,233	32,693	993	30,255	✓	✓	✓	✓	✓	✓
SBD	210	State Route 210/215 Connectors	22,000	96,204	6,517	95,566	✓	✓	◇	✓	✓	◇
SBD	215	Interstate 215 North Segment 5	59,000	66,676	4,098	66,676	✓	✓	✓	✓	✓	✓
SBD	215	Interstate 215 North Segments 1 & 2	49,120	424,085	52,519	423,456	✓	✓	✓	✓	✓	✓
SCL	101	US 101 Improvements (I-280 to Yerba Buena Rd)	30,000	62,975	5,209	62,975	✓	✓	✓	✓	✓	✓
SCL	101	US 101 Aux Lanes - SR 85 to Embarcadero Rd	84,930	102,258	1,620	102,258	✓	✓	✓	✓	✓	✓
SCL	880	I-880 Widening ( SR 237 to US 101)	71,600	95,000	1,802	95,000	✓	✓	✓	✓	✓	✓
SCR	1	Auxiliary lanes, Morrissey to Soquel Ave	16,190	22,327	967	22,058	✓	✓	✓	✓	✓	✓
SD	15	Managed Lanes (No/So Stages) South Segment	350,000	118,756	9,568	81,044	✓	✓	✓	✓	✓	✓
SD	15	Managed Lanes (No/So Stages) South Segment		166,207	10527	127,885	✓	✓	✓	✓	✓	✓
SD	15	Managed Lanes (No/So Stages) South Segment		122,206	23916	105,293	✓	✓	✓	✓	✓	✓
SD	15	Managed Lanes (No/So Stages) South Segment		56,798	01586	89,872	◇	✓	✓	✓	✓	✓
SD	5/8	Route 5/805 North Coast Corridor - Stage 1A	82,000	52,664	30,698	43727.60	✓	✓	✓	✓	✓	✓
SD	5/8	Route 5/805 North Coast Corridor - Stage 1A		102,000	3,566	101,208	✓	✓	✓	✓	✓	✓
SHA	5	Cottonwood Hills Truck Climbing Lane	22,902	27,443	610	23,362	✓	✓	✓	✓	✓	✓
SJ	205	I-205 auxiliary lanes-Tracy	25,000	51,660	748	51,592	✓	✓	✓	✓	✓	✓
SLO	46	Route 46 Corridor Improvements (Whitley 1)	67,742	105,000	5,203	105,855	◇	✓	✓	✓	✓	✓
SM	101	SR101 Auxiliary Lanes - Embarcadero Rd to Marsh Rd	60,000	111,389	3,162	111,389	✓	✓	✓	✓	✓	✓
SOL	80	I-80 HOV Lanes, I-80/I-680/12 to Putah Creek	44,184	66,761	11,883	66,761	✓	✓	✓	✓	✓	◇
SOL	80	I-80 HOV Lanes,TMS & Ramp Metering	8,226	10,026	178	10,026	✓	✓	✓	✓	◇	✓
SOL	80	I-80 HOV Lanes, Paving	3,800	3,800	-	3,800	✓	✓	✓	✓	◇	✓
SON	101	US 101 HOV Lanes between Santa Rosa - Windsor	69,860	120,260	3,318	120,260	✓	✓	✓	✓	✓	✓
SON	101	US101 HOV Lanes - Railroad Ave to Rohnert Park Exp	42,848	118,250	9,792	118,250	✓	✓	✓	✓	✓	✓

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FY 07/08 - 4th Quarter (April 1, 08 - June 30, 08) -  
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SON	101	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave	43,300	89,715	13,871	89,715						
STA	219	Route 219 Expressway Phase 1	14,760	50,624	20,988	51,193						
STA	219	SR 219 Expressway, Phase 2	18,813	50,500	1,517	50,785						
TUO	108	E. Sonora Bypass Stage II	17,233	65,920	10,010	66,517						
VEN	101	HOV Lanes, Mussel Shoals to Casitas Pass Road	131,600	151,470	2,599	149,338						
<b>Total Program</b>			4,399,707	9,341,435	650,964	9,204,535						

**PROPOSITION 1B Quarterly Status Report**  
**FY 07/08 - 4th Quarter (April 1, 08 - June 30, 08)**  
State Route 99 Account (SR99)

Co	Rte	Project Title	Bond Funding	Total Project Cost	Total Expended	Estimate At Complete	Cost Threshold	Schedule Threshold				
								Env. Clr.	Ready To List	ROW Cert	AWARD	CCA
BUT	99	Butte SR 99 Chico Auxiliary Lanes - Phase II	23,520	39,520	393	35,126	✔	✔	✔	✔	✔	✔
FRE	99	Island Park 6-Lane	93,000	93,000	1,687	96,283	✖	✔	✔	✔	✔	✔
MAD	99	Ave 12 Interchange	48,400	68,000	768	67,514	✔	✔	✔	✔	✔	✔
MER	99	Arboleda Road Freeway	140,300	176,787	6,838	176,122	✔	✔	✔	✔	✔	✔
MER	99	Freeway Upgrade & Plainsburg Road I/C	108,000	118,720	4,731	116,209	✔	✔	✔	✔	✔	✔
SAC	99	SR 99/Elverta Rd. Interchange	19,110	29,600	402	30,200	✖	✔	✔	✔	✔	✔
SAC	99	Calvine Rd to Mack Rd Auxiliary Lanes on SR 99	6,860	8,500	30	8,479	✔	✔	✔	✔	✔	✔
SJ	99	SR 99 Widening in Manteca and San Joaquin	133,000	250,000	1,345	249,200	✔	✔	✔	✔	✔	✔
SJ	99	SR 99 (South Stockton) Widening	153,900	250,500	6,206	252,332	✖	✔	✔	✔	✔	✔
SUT	99	Feather River Bridge Replacement and widening	73,500	88,726	1,101	88,726	✖	✔	✔	✔	✔	✔
SUT	99	SR 99/Riego Road Interchange	19,110	30,840	439	30,950	✖	✔	✔	✔	✔	✔
TEH	99	Los Molinos	4,900	6,400	9	6,287	✔	✔	✔	✔	✔	✔
TUL	99	Goshen/Kingsburg 6-Lane	156,400	172,824	3,862	169,521	✔	✔	✔	✔	✔	✔
<b>Total Program</b>			<b>980,000</b>	<b>1,333,417</b>	<b>27,810</b>	<b>1,326,949</b>						

# The California Department of Transportation

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**PROPOSITION 1B Quarterly Status Report**  
**FY 07/08 - 4th Quarter (April 1, 08 - June 30, 08) -**  
**Corridor Mobility Improvement Account (CMIA)**

Co	Rte	Project Title	Bond Funding	Total Project Cost	Environmental (PA&ED) Component										
					Implementing Agency	Approved	Current	A/T	%	Appd	Expd	ETC	EAC		
ALA	24	Route 24/Caldecott Tunnel Corridor	175,000	420,000	Caltrans	10/1/2007	9/12/2007	A	100		20500	19680	820	20500	
ALA	580	I-580 and Route 84 Interchange	68,000	153,000	City of Livermore	8/1/2007	8/15/2007	A	100		14300	3100	11200	14300	
ALA	580	Route 580 Westbound HOV Lane Project	101,700	145,400	Alameda County Congestion Management Agency	11/1/2009	11/1/2009	T	50		10000	2000	8000	10000	
ALA	580	Route 580 EB HOV Lane Project-Hacienda to Portola	72,200	80,208	Alameda County Congestion Management Agency	11/1/2007	11/2/2007	A	100		6300	6300	0	6300	
ALA	580	Route 580 EB HOV Lane Project-Portola to Greenville		73,661	Alameda County Congestion Management Agency	11/1/2007	11/2/2007	A	100		5700	5700	0	5700	
ALA	880	I-880 southbound HOV Lane Extension - Hegenberger	94,600	108,000	Alameda County Congestion Management Agency	11/1/2009	11/30/2009	T	5		4520	210	4310	4520	
CAL	4	Angels Camp Bypass	4,438	61,552	Caltrans	6/1/2002	11/24/2007	A	100		1678	1685	0	1685	
CC	4	SR-4 East Widening from Somersville to SR 160	85,000	445,000	Contra Costa Transportation Authority	7/1/2005	7/6/2006	A	100		300	0	300	300	
CC	80	I-80 Intergrated Corridor Mobility Project	55,300	63,400	Alameda County Congestion Management Agency	6/1/2008	7/1/2009	T	40		1800	800	3397	4197	
ED	50	HOV Lane - El Dorado Hills Blvd to w. of Bass Lake	20,000	44,568	El Dorado County DOT	6/1/2002	6/28/2002	A	100		0	0	0	0	
KER	46	Route 46 Expressway - Segment 3	45,000	94,032	Caltrans	6/1/2005	6/1/2005	A	100		450	438	0	438	
KIN	198	Kings/Tulare Rte. 198 Expressway	71,600	124,367	Caltrans	6/1/2003	6/1/2003	A	100		1549	1982	0	1982	
LA	405	Route 405 Carpool Lane I-10 to US 101(Northbound)	730,000	950,000	Caltrans	7/1/2007	2/29/2008	A	100		15000	20844	265	21108	
LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	20,000	120,930	Caltrans	12/1/2000	11/7/2007	A	100		780	714	61	775	
LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	0	248,627	Caltrans	6/1/2002	11/8/2007	A	100		1700	1579	132	1711	
LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	8,000	50,844	Caltrans	12/1/2000	11/9/2007	A	100		350	301	93	394	
LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	45,000	189,138	Caltrans	12/1/2000	11/10/2007	A	100		1300	1165	113	1279	
LA	5	Rte 5 Carpool Lane from Orange Co Line to I-605	387,000	1,240,524	Caltrans	5/1/2007	6/29/2007	A	100		19930	18939	2	18942	
MON	1	Salinas Road Interchange	37,061	48,516	Caltrans	6/26/2006	6/26/2006	A	100		3068	2899	0	2899	
MRN	101	Highway 101 Marin-Sonoma Narrows Project Contract A1	49,930	77,310	Caltrans	10/30/2008	10/30/2008	T	80		7600	7195	405	7600	
MRN	101	Highway 101 Marin-Sonoma Narrows Project Contract B1	10,443	67,440	Caltrans	10/30/2008	10/30/2008	T	80		7600	7195	405	7600	
MRN	101	Highway 101 Marin-Sonoma Narrows Project Contract B2	22,027	58,049	Caltrans	10/30/2008	10/30/2008	T	80		7600	7195	405	7600	
MRN	580	WB 580/NB 101 Connector	20,000	20,000	Transportation Authority of Marin	1/1/2008	1/31/2008	A	100		1300	1070	230	1300	
NAP	12	Jameson Canyon	73,990	139,500	Caltrans	1/1/2008	1/31/2008	A	100		7300	7300	0	7300	
NEV	49	La Barr Meadows Widening	18,568	40,500	Caltrans	10/1/2007	10/1/2007	A	100		2900	2853	0	2853	
ORA	405	Route 22/405/605 HOV Connector with ITS	200,000	400,000	Orange County Transportation Authority	3/1/03	3/1/2003	A	100		0	0	0	0	
ORA	57	Northbound widening, Route 91 to Lambert Road	70,000	140,000	Orange County Transportation Authority	12/1/07	11/30/2007	A	100		1662	1190	472	1662	
ORA	57	Northbound widening - Katella Ave to Lincoln Ave	20,086	41,086	Orange County Transportation Authority	7/1/09	12/6/2007	T	20		1176	250	926	1176	
ORA	91	SR 91 Eastbound Lane - Route 241 to Route 71	71,440	80,500	Orange County Transportation Authority	12/1/07	12/27/2007	A	100		1700	1944	0	1944	
ORA	91	Widening - Route 55 connector to Weir Canyon Rd	22,000	96,000	Caltrans	7/1/09	12/8/2007	T	30		4763	2435	2328	4763	
PLA	65	Lincoln Bypass	73,715	324,000	Caltrans	5/1/2006	5/1/2006	A	100		6000	5458	0	5458	
PLA	80	I-80 Capacity/Operational Improvments Phase 2	17,700	80,232	Caltrans	6/1/2004	6/1/2004	A	100		1900	2067	0	2067	
PLA	80	I-80 Capacity/Operational Improvement Phase 3A	31,300	34,000	Caltrans	6/1/2004	6/1/2004	A	100		0	0	0	0	

# The California Department of Transportation

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					Implementing Agency	Approved	Current	A/T	%	Appd	Expd	ETC	EAC		
RIV	215	Add mixed-flow lane from Rte 15 to Scott Rd	38,570	62,321	Riverside County Transportation Commission	12/1/2008	12/1/2008	T	65	✔	3623	2046	1577	3623	✔
RIV	91	Route 91 HOV Lane Gap closure	157,198	240,277	Riverside County Transportation Commission	12/31/2007	8/30/2007	A	100	✔	2681	2681	0	2681	✔
SAC	50	HOV lanes & Community enhancements	80,000	165,000	Caltrans	9/1/2007	6/25/2007	A	100	✔	5000	4577	423	5000	✔
SAC	Loc	White Rock Rd Widening, Grant Line to Prairie City	22,000	26,600	Sacramento County	7/1/2009	7/1/2009	T	25	✔	1500	382	1118	1500	✔
SBD	10	I-10, Construct Westbound mixed flow lane	26,500	43,186	San Bernardino Associated Governments	8/1/2007	7/30/2007	A	100	✔	0	0	0	0	✔
SBD	10	Widen ramps, aux lanes: Cherry, Citrus & Cedar	19,233	32,693	Caltrans	1/1/2008	1/3/2008	A	100	✔	1200	661	100	761	✔
SBD	210	State Route 210/215 Connectors	22,000	96,204	San Bernardino Associated Governments	7/1/2007	7/24/2007	A	100	✔	1800	1800	0	1800	✔
SBD	215	Interstate 215 North Segment 5	59,000	66,676	Caltrans	12/1/2005	12/1/2005	A	100	✔	0	0	0	0	✔
SBD	215	Interstate 215 North Segments 1 & 2	49,120	424,085	Caltrans	12/1/2005	12/1/2005	A	100	✔	816	187	0	187	✔
SCL	101	US 101 Improvements (I-280 to Yerba Buena Rd)	30,000	62,975	Santa Clara Valley Transportation Authority	3/1/2009	3/30/2009	T	90	✔	3320	3327	0	3320	✔
SCL	101	US 101 Aux Lanes - SR 85 to Embarcadero Rd	84,930	102,258	Santa Clara Valley Transportation Authority	7/1/2009	7/31/2009	T	56	✔	3534	1620	1914	3534	✔
SCL	880	I-880 Widening ( SR 237 to US 101)	71,600	95,000	Santa Clara Valley Transportation Authority	6/1/2009	6/30/2009	T	70	✔	5500	1575	3925	5500	✔
SCR	1	Auxiliary lanes, Morrissey to Soquel Ave	16,190	22,327	Santa Cruz County Regional Transportation Commission	6/1/2009	6/1/2009	T	51	✔	1900	967	933	1900	✔
SD	15	Managed Lanes (No/So Stages) South Segment	350,000	118,756	Caltrans	3/27/03	11/27/2007	A	100	✔	0	0	0	0	✔
SD	15	Managed Lanes (No/So Stages) South Segment		166,207	Caltrans	3/27/03	11/28/2007	A	100	✔	0	0	0	0	✔
SD	15	Managed Lanes (No/So Stages) South Segment		122,206	Caltrans	3/27/03	11/29/2007	A	100	✔	0	0	0	0	✔
SD	15	Managed Lanes (No/So Stages) South Segment		56,798	Caltrans	1/23/2009	1/23/2009	T	60	✔	2970	1513	1400	2913	✔
SD	5/8	Route 5/805 North Coast Corridor - Stage 1A	82,000	52,664	Caltrans	11/18/2006	11/18/2006	A	100	✔	3626	1312	0	1312	✔
SD	5/8	Route 5/805 North Coast Corridor - Stage 1A		102,000	Caltrans	7/30/2009	7/30/2009	T	15	✔	1000	1162	2338	3500	◆
SHA	5	Cottonwood Hills Truck Climbing Lane	22,902	27,443	Caltrans	5/1/2008	4/1/2008	A	100	✔	1470	305	0	305	✔
SJ	205	I-205 auxiliary lanes-Tracy	25,000	51,660	San Joaquin Council of Governments	5/1/2009	11/22/2007	T	65	✔	1169	748	421	1169	✔
SLO	46	Route 46 Corridor Improvements (Whitley 1)	67,742	105,000	Caltrans	5/19/2006	5/19/2006	A	100	✔	0	2116	0	2116	◆
SM	101	SR101 Auxiliary Lanes - Embarcadero Rd to Marsh Rd	60,000	111,389	Caltrans	10/1/2008	10/1/2008	T	80	✔	5200	3094	2106	5200	✔
SOL	80	I-80 HOV Lanes, I-80/I-680/12 to Putah Creek	44,184	66,761	Solano Transportation Authority	4/1/2007	4/1/2007	A	100	✔	4475	4475	0	4475	✔
SOL	80	I-80 HOV Lanes,TMS & Ramp Metering	8,226	10,026	Solano Transportation Authority	4/1/2007	4/1/2007	A	100	✔	300	0	300	300	✔
SOL	80	I-80 HOV Lanes, Paving	3,800	3,800	Solano Transportation Authority	9/11/2006	9/11/2006	A	100	✔	0	0	0	0	✔
SON	101	US 101 HOV Lanes between Santa Rosa - Windsor	69,860	120,260	Sonoma County Transportation Authority	10/1/2007	10/24/2007	A	100	✔	3500	3318	182	3500	✔
SON	101	US101 HOV Lanes - Railroad Ave to Rohnert Park Exp	42,848	118,250	Sonoma County Transportation Authority	9/1/2007	8/31/2007	A	100	✔	3500	3473	27	3500	✔
SON	101	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave	43,300	89,715	Caltrans	12/1/2006	11/30/2006	A	100	✔	5018	4981	0	5018	✔
STA	219	Route 219 Expressway Phase 1	14,760	50,624	Caltrans	5/1/2004	11/20/2007	A	100	✔	1648	1621	0	1621	✔
STA	219	SR 219 Expressway, Phase 2	18,813	50,500	Caltrans	5/1/2004	11/21/2007	A	100	✔	0	0	0	0	✔
TUO	108	E. Sonora Bypass Stage II	17,233	65,920	Caltrans	7/1/1999	11/23/2007	A	100	✔	120	111	0	111	✔
VEN	101	HOV Lanes, Mussel Shoals to Casitas Pass Road	131,600	151,470	Caltrans	11/1/2008	11/12/2007	T	15	✔	4400	2599	3050	5649	◆



# The California Department of Transportation

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## PROPOSITION 1B Quarterly Status Report

FY 07/08 - 4th Quarter (April 1, 08 - June 30, 08)

### State Route 99 Account (SR99)

Co	Rte	Project Title	Bond Funding	Total Project Cost	Environmental (PA&ED) Component											
					Implementing Agency	A/T	Approved	Current	A/T	%	Appd	Expd	ETC	EAC		
BUT	99	Butte SR 99 Chico Auxiliary Lanes - Phase II	23,520	39,520	Butte County Association of Governments	A	3/1/2005	3/25/2005	A	100		0	0	0	0	
FRE	99	Island Park 6-Lane	93,000	93,000	Caltrans	A	4/1/2010	4/1/2010	T	15		2300	1694	1276	2970	
MAD	99	Ave 12 Interchange	48,400	68,000	Caltrans	A	9/1/2009	9/1/2009	T	15		1300	767	972	1739	
MER	99	Arboleda Road Freeway	140,300	176,787	Caltrans	T	6/1/2006	6/1/2006	A	100		4917	4104	0	4104	
MER	99	Freeway Upgrade & Plainsburg Road I/C	108,000	118,720	Caltrans	A	6/1/2006	6/1/2006	A	100		3243	2578	0	2578	
SAC	99	SR 99/Elverta Rd. Interchange	19,110	29,600	Sacramento County	A	7/1/2009	7/1/2009	T	40		400	402	598	1000	
SAC	99	Calvine Rd to Mack Rd Auxiliary Lanes on SR 99	6,860	8,500	Caltrans	A	1/1/2009	1/1/2009	T	15		500	30	470	500	
SJ	99	SR 99 Widening in Manteca and San Joaquin	133,000	250,000	San Joaquin Council of Governments	A	2/1/2010	2/1/2010	T	40		3600	1345	2255	3600	
SJ	99	SR 99 (South Stockton) Widening	153,900	250,500	Caltrans	A	12/1/2008	12/1/2008	T	80		3081	5260	422	5683	
SUT	99	Feather River Bridge Replacement and widening	73,500	88,726	Caltrans	A	3/1/2004	3/1/2004	A	100		0	0	0	0	
SUT	99	SR 99/Riego Road Interchange	19,110	30,840	Sutter County	A	12/1/2007	12/1/2007	A	100		340	437	83	520	
TEH	99	Los Molinos	4,900	6,400	Caltrans	A	10/1/2009	10/1/2009	T	15		350	9	332	340	
TUL	99	Goshen/Kingsburg 6-Lane	156,400	172,824	Caltrans	A	11/1/2006	11/1/2006	A	100		2390	2389	0	2389	
<b>Total Program</b>			<b>980,000</b>	<b>1,333,417</b>												

**PROPOSITION 1B Quarterly Status Report**  
**FY 07/08 - 4th Quarter (April 1, 08 - June 30, 08) -**

**Corridor Mobility Improvement Account (CMIA)**

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Co	Rte	Project Title	Bond Funding	Total Project Cost	Design (PS&E) Component										
					Implementing Agency	Approved	Current	A/T	%	Appd	Expd	ETC	EAC		
ALA	24	Route 24/Caldecott Tunnel Corridor	175,000	420,000	Caltrans	1/1/2009	1/9/2009	T	85		31100	23876	7224	31100	
ALA	580	I-580 and Route 84 Interchange	68,000	153,000	City of Livermore	8/1/2008	8/1/2008	T	90		15000	9000	6000	15000	
ALA	580	Route 580 Westbound HOV Lane Project	101,700	145,400	Alameda County Congestion Management Agency	3/1/2011	3/1/2011	T	10		2000	0	2000	2000	
ALA	580	Route 580 EB HOV Lane Project-Hacienda to Portola	72,200	80,208	Alameda County Congestion Management Agency	2/1/2008	6/19/2008	A	100		530	425	105	530	
ALA	580	Route 580 EB HOV Lane Project-Portola to Greenville		73,661	Alameda County Congestion Management Agency	2/1/2008	4/8/2008	A	100		470	470	0	470	
ALA	880	I-880 southbound HOV Lane Extension - Hegenberger	94,600	108,000	Alameda County Congestion Management Agency	9/1/2011	9/30/2011	T	2		6980	100	6880	6980	
CAL	4	Angels Camp Bypass	4,438	61,552	Caltrans	6/1/2006	6/22/2006	A	100		3374	4320	0	4320	
CC	4	SR-4 East Widening from Somersville to SR 160	85,000	445,000	Contra Costa Transportation Authority	6/1/2010	6/1/2010	T	50		29000	9300	19700	29000	
CC	80	I-80 Intergrated Corridor Mobility Project	55,300	63,400	Alameda County Congestion Management Agency	2/1/2009	3/15/2010	T	0		6300	0	3903	3903	
ED	50	HOV Lane - El Dorado Hills Blvd to w. of Bass Lake	20,000	44,568	El Dorado County DOT	5/1/2008	8/15/2008	T	90		3000	2352	648	3000	
KER	46	Route 46 Expressway - Segment 3	45,000	94,032	Caltrans	3/1/2010	3/19/2010	T	20		4795	1797	2477	4274	
KIN	198	Kings/Tulare Rte. 198 Expressway	71,600	124,367	Caltrans	10/1/2008	10/1/2008	T	90		5046	5321	186	5507	
LA	405	Route 405 Carpool Lane I-10 to US 101(Northbound)	730,000	950,000	Caltrans	5/1/2011	2/1/2013	T	5		60000	3966	48381	52347	
LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	20,000	120,930	Caltrans	12/1/2008	10/28/2008	T	80		8300	9845	921	10766	
LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	0	248,627	Caltrans	1/1/2010	11/2/2009	T	50		16000	17048	2714	19763	
LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	8,000	50,844	Caltrans	1/1/2010	1/7/2010	T	20		4700	2912	2970	5882	
LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	45,000	189,138	Caltrans	4/1/2009	4/30/2009	T	80		12320	11260	1631	12891	
LA	5	Rte 5 Carpool Lane from Orange Co Line to I-605	387,000	1,240,524	Caltrans	7/1/2010	7/1/2010	T	5		42391	1294	43848	45142	
MON	1	Salinas Road Interchange	37,061	48,516	Caltrans	1/1/2009	1/1/2009	T	85		2950	2581	369	2950	
MRN	101	Highway 101 Marin-Sonoma Narrows Project Contract A1	49,930	77,310		7/1/2010	7/1/2010	T	5		5920	0	5920	5920	
MRN	101	Highway 101 Marin-Sonoma Narrows Project Contract B1	10,443	67,440		12/1/2010	12/1/2010	T	5		3760	0	3760	3760	
MRN	101	Highway 101 Marin-Sonoma Narrows Project Contract B2	22,027	58,049		12/1/2010	12/1/2010	T	5		4380	0	4380	4380	
MRN	580	WB 580/NB 101 Connector	20,000	20,000	Transportation Authority of Marin	11/1/2008	11/1/2008	T	40		2900	1160	1740	2900	
NAP	12	Jameson Canyon	73,990	139,500	Caltrans	4/1/2010	4/1/2010	T	10		7550	557	6993	7550	
NEV	49	La Barr Meadows Widening	18,568	40,500	Caltrans	1/1/2009	1/1/2009	T	80		2600	1758	842	2600	
ORA	405	Route 22/405/605 HOV Connector with ITS	200,000	400,000	Orange County Transportation Authority	7/1/09	7/1/2009	T	30		26000	7200	18800	26000	
ORA	57	Northbound widening, Route 91 to Lambert Road	70,000	140,000	Orange County Transportation Authority	11/1/09	11/1/2009	T	30		12240	1850	10390	12240	
ORA	57	Northbound widening - Katella Ave to Lincoln Ave	20,086	41,086	Orange County Transportation Authority	11/1/10	11/1/2010	T	0		3528	0	3528	3528	
ORA	91	SR 91 Eastbound Lane - Route 241 to Route 71	71,440	80,500	Caltrans	3/1/09	3/1/2009	T	80		6700	5377	1323	6700	
ORA	91	Widening - Route 55 connector to Weir Canyon Rd	22,000	96,000	Caltrans	5/1/11	5/1/2011	T	0		9050	12	9038	9050	
PLA	65	Lincoln Bypass	73,715	324,000	Caltrans	7/1/2008	2/22/2008	A	100		13000	14400	0	14400	
PLA	80	I-80 Capacity/Operational Improvements Phase 2	17,700	80,232	Caltrans	12/1/2007	11/30/2007	A	100		5000	6353	0	6353	

**PROPOSITION 1B Quarterly Status Report**  
**FY 07/08 - 4th Quarter (April 1, 08 - June 30, 08) -**

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Co	Rte	Project Title	Bond Funding	Total Project Cost	Design (PS&E) Component										
					Implementing Agency	Approved	Current	A/T	%	Appd	Expd	ETC	EAC		
PLA	80	I-80 Capacity/Operational Improvement Phase 3A	31,300	34,000	Caltrans	12/1/2008	12/1/2008	T	50		2500	1643	1857	3500	
RIV	215	Add mixed-flow lane from Rte 15 to Scott Rd	38,570	62,321	Riverside County Transportation Commission	8/1/2010	8/1/2010	T	0		3548	0	3548	3548	
RIV	91	Route 91 HOV Lane Gap closure	157,198	240,277	Caltrans	2/2/2011	2/2/2011	T	35		13070	4140	8495	12635	
SAC	50	HOV lanes & Community enhancements	80,000	165,000	Caltrans	4/1/2009	4/1/2009	T	30		9000	3795	4905	8700	
SAC	Loc	White Rock Rd Widening, Grant Line to Prairie City	22,000	26,600	Sacramento County	12/1/2010	12/1/2010	T	0		2000	0	2000	2000	
SBD	10	I-10, Construct Westbound mixed flow lane	26,500	43,186	San Bernardino Associated Governments	10/1/2009	10/1/2009	T	60		5000	609	2158	2767	
SBD	10	Widen ramps, aux lanes: Cherry, Citrus & Cedar	19,233	32,693	Caltrans	8/2/2009	8/2/2009	T	55		1900	332	1102	1434	
SBD	210	State Route 210/215 Connectors	22,000	96,204	San Bernardino Associated Governments	2/1/2009	5/15/2009	T	95		4000	3700	300	4000	
SBD	215	Interstate 215 North Segment 5	59,000	66,676	San Bernardino Associated Governments	5/15/2009	5/15/2009	T	95		4541	3923	618	4541	
SBD	215	Interstate 215 North Segments 1 & 2	49,120	424,085	San Bernardino Associated Governments	6/15/2009	6/15/2009	T	95		26792	21246	5546	26792	
SCL	101	US 101 Improvements (I-280 to Yerba Buena Rd)	30,000	62,975	Santa Clara Valley Transportation Authority	11/1/2009	11/30/2009	T	45		6550	1882	4668	6550	
SCL	101	US 101 Aux Lanes - SR 85 to Embarcadero Rd	84,930	102,258	Santa Clara Valley Transportation Authority	2/1/2011	2/28/2011	T	0		7182	0	7182	7182	
SCL	880	I-880 Widening ( SR 237 to US 101)	71,600	95,000	Santa Clara Valley Transportation Authority	2/1/2011	2/28/2011	T	4		6200	227	5973	6200	
SCR	1	Auxiliary lanes, Morrissey to Soquel Ave	16,190	22,327	Santa Cruz County Regional Transportation Commission	6/1/2010	6/1/2010	T	0		1261	0	1261	1261	
SD	15	Managed Lanes (No/So Stages) South Segment	350,000	118,756	Caltrans	10/15/2008	2/1/2008	A	100		19606	8889	464	9353	
SD	15	Managed Lanes (No/So Stages) South Segment		166,207	Caltrans	11/10/08	3/7/2008	A	100		15523	10155	2712	12867	
SD	15	Managed Lanes (No/So Stages) South Segment		122,206	Caltrans	6/30/08	10/1/2007	A	100		15760	9857	1142	10999	
SD	15	Managed Lanes (No/So Stages) South Segment		56,798	Caltrans	7/16/2011	10/16/2010	T	0		5740	0	8467	8467	
SD	5/8	Route 5/805 North Coast Corridor - Stage 1A	82,000	52,664	Caltrans	1/26/2007	4/4/2007	A	100		0	2370	0	2370	
SD	5/8	Route 5/805 North Coast Corridor - Stage 1A		102,000	Caltrans	10/1/2009	10/1/2009	T	40		4800	2292	5008	7300	
SHA	5	Cottonwood Hills Truck Climbing Lane	22,902	27,443	Caltrans	2/1/2011	12/1/2009	T	20		1920	304	1586	1890	
SJ	205	I-205 auxiliary lanes-Tracy	25,000	51,660	San Joaquin Council of Governments	5/1/2010	5/1/2010	T	0		4830	0	4830	4830	
SLO	46	Route 46 Corridor Improvements (Whitley 1)	67,742	105,000	Caltrans	2/2/2010	2/2/2010	T	50		7000	2626	3229	5855	
SM	101	SR101 Auxiliary Lanes - Embarcadero Rd to Marsh Rd	60,000	111,389	Caltrans	12/1/2010	12/1/2010	T	0		8525	0	8525	8525	
SOL	80	I-80 HOV Lanes, I-80/I-680/12 to Putah Creek	44,184	66,761	Solano Transportation Authority	9/1/2007	1/4/2008	A	100		2725	1399	1326	2725	
SOL	80	I-80 HOV Lanes,TMS & Ramp Metering	8,226	10,026	Solano Transportation Authority	10/1/2009	1/15/2010	T	35		1500	178	1322	1500	
SOL	80	I-80 HOV Lanes, Paving	3,800	3,800	Caltrans	8/1/2008	11/14/2008	T	0		0	0	0	0	
SON	101	US 101 HOV Lanes between Santa Rosa - Windsor	69,860	120,260	Caltrans	5/8/2008	6/13/2008	A	90		6000	0	6000	6000	
SON	101	US101 HOV Lanes - Railroad Ave to Rohnert Park Exp	42,848	118,250	Sonoma County Transportation Authority	2/1/2009	2/1/2009	T	85		10000	6319	3681	10000	
SON	101	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave	43,300	89,715	Caltrans	8/1/2008	8/15/2008	T	90		6757	6113	644	6757	
STA	219	Route 219 Expressway Phase 1	14,760	50,624	Caltrans	6/1/2007	6/28/2007	A	100		2956	2879	0	2879	
STA	219	SR 219 Expressway, Phase 2	18,813	50,500	Caltrans	4/1/2009	4/1/2009	T	10		2000	1223	1243	2466	

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Co	Rte	Project Title	Bond Funding	Total Project Cost	Design (PS&E) Component										
					Implementing Agency	Approved	Current	A/T	%	Appd	Expd	ETC	EAC		
TUO	108	E. Sonora Bypass Stage II	17,233	65,920	Caltrans	11/1/2009	11/1/2009	T	20		3800	3044	2034	5078	
VEN	101	HOV Lanes, Mussel Shoals to Casitas Pass Road	131,600	151,470	Caltrans	6/1/2010	5/31/2010	T	0		14800	0	11862	11862	
<b>Total Program</b>			4,399,707	9,341,435											



# The California Department of Transportation



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- Completed

Co	Rte	Project Title	Total Project Cost	Bond Funding	Right of Way Support Component										R/W Capital Component					
					Implementing Agency	Approved	Current	A/T	%	Appd	Expd	ETC	EAC	Appd	Expd	ETC	EAC			
ALA	24	Route 24/Caldecott Tunnel Corridor	420,000	175,000	Caltrans	1/1/2009	1/9/2009	T	5	200	194	6	200	194	6	200	800	21	779	800
ALA	580	I-580 and Route 84 Interchange	153,000	68,000	City of Livermore	8/1/2008	8/1/2008	T	70	0	0	0	0	0	0	0	20900	18000	2900	20900
ALA	580	Route 580 Westbound HOV Lane Project	145,400	101,700	Alameda County Congestion Management Agency	3/1/2011	3/1/2011	T	0	500	0	500	500	0	500	2500	0	2500	0	2500
ALA	580	Route 580 EB HOV Lane Project-Hacienda to Portola	80,208	72,200	Alameda County Congestion Management Agency	2/1/2008	2/28/2008	A	100	0	0	0	0	0	0	0	0	0	0	0
ALA	580	Route 580 EB HOV Lane Project-Portola to Greenville	73,661	72,200	Alameda County Congestion Management Agency	2/1/2008	1/31/2008	A	100	0	0	0	0	0	0	0	0	0	0	0
ALA	880	I-880 southbound HOV Lane Extension - Hegenberger	108,000	94,600	Alameda County Congestion Management Agency	9/1/2011	9/30/2011	T	0	1900	0	1900	1900	0	1900	0	0	0	0	0
CAL	4	Angels Camp Bypass	61,552	4,438	Caltrans	5/1/2007	6/16/2006	A	100	2335	2498	143	2642	2498	143	2642	18600	17501	1386	18887
CC	4	SR-4 East Widening from Somersville to SR 160	445,000	85,000	Contra Costa Transportation Authority	6/1/2010	6/1/2010	T	5	0	0	0	0	0	0	0	66700	720	65980	66700
CC	80	I-80 Intergrated Corridor Mobility Project	63,400	55,300	Alameda County Congestion Management Agency	2/1/2009	7/1/2010	T	0	0	0	0	0	0	0	0	0	0	0	0
ED	50	HOV Lane - El Dorado Hills Blvd to w. of Bass Lake	44,568	20,000	El Dorado County DOT	5/1/2008	8/15/2008	T	90	100	14	11	25	14	11	25	100	0	10	10
KER	46	Route 46 Expressway - Segment 3	94,032	45,000	Caltrans	5/1/2010	3/19/2010	T	20	1055	485	658	1143	485	658	1143	10603	55	10548	10603
KIN	198	Kings/Tulare Rte. 198 Expressway	124,367	71,600	Caltrans	5/1/2009	3/18/2009	T	20	2537	2558	381	2938	2558	381	2938	12981	7043	5938	12981
LA	405	Route 405 Carpool Lane I-10 to US 101(Northbound)	950,000	730,000	Caltrans	3/1/2011	6/1/2011	T	0	15000	13	15323	15335	13	15323	15335	82000	17	78257	78274
LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	120,930	20,000	Caltrans	10/1/2008	10/15/2008	T	20	850	468	416	884	468	416	884	7000	24	6076	6100
LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	248,627	0	Caltrans	1/1/2010	10/1/2009	T	20	1980	402	637	1039	402	637	1039	36500	34	34048	34082
LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	50,844	8,000	Caltrans	1/1/2010	10/1/2009	T	20	570	66	276	341	66	276	341	6000	16	9994	10010
LA	5	Widen HOV Lanes on I-5 from Rte 134 to Rte 170	189,138	45,000	Caltrans	4/1/2009	4/1/2009	T	20	1800	498	517	1015	498	517	1015	11000	43	10865	10908
LA	5	Rte 5 Carpool Lane from Orange Co Line to I-605	1,240,524	387,000	Caltrans	7/1/2010	7/1/2010	T	5	15523	53	12912	12964	53	12912	12964	507073	3	507070	507073
MON	1	Salinas Road Interchange	48,516	37,061	Caltrans	11/1/2008	5/1/2009	T	20	757	406	451	857	406	451	857	4680	11	5111	5122
MFRN	101	Highway 101 Marin-Sonoma Narrows Project Contract A1	77,310	49,930		7/1/2010	7/1/2010	T	0	110	0	110	110	0	110	110	1100	0	1100	1100
MFRN	101	Highway 101 Marin-Sonoma Narrows Project Contract B1	67,440	10,443		12/1/2010	12/1/2010	T	0	2210	0	2210	2210	0	2210	2210	22080	0	22080	22080

# The California Department of Transportation



STRATEGIC GROWTH PLAN  
**BOND ACCOUNTABILITY**  
 PROPOSITION 1B Quarterly Status Report  
 FY 07/08 - 4th Quarter (April 1, 08 - June 30, 08) -  
Corridor Mobility Improvement Account (CMIA)

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Co	Rte	Project Title	Total Project Cost	Bond Funding	Right of Way Support Component										R/W Capital Component				
					Implementing Agency	Approved	Current	A/T	%	Appd	Expd	ETC	EAC	Appd	Expd	ETC	EAC		
MRN	101	Highway 101 Marin-Sonoma Narrows Project Contract B2	58,049	22,027	12/1/2010	12/1/2010	T	0	919	0	919	919	919	919	0	9190	9190	9190	9190
MRN	580	WB 580/NB 101 Connector	20,000	20,000	11/1/2008	11/1/2008	T	0	0	0	0	0	0	0	500	500	500	500	500
NAP	12	Jameson Canyon	139,500	73,990	4/1/2010	4/1/2010	T	5	2350	16	2334	2350	2350	22	16600	16578	16600	16600	
NEV	49	La Barr Meadows Widening	40,500	18,568	10/1/2009	3/15/2009	T	40	1500	763	737	1500	1500	659	9000	8341	9000	9000	
ORA	405	Route 22/405/605 HOV Connector with ITS	400,000	200,000	7/1/2009	7/1/2009	T	5	0	0	0	0	0	3	28500	28497	28500	28500	
ORA	57	Northbound widening, Route 91 to Lambert Road	140,000	70,000	11/1/2009	11/1/2009	T	5	200	0	200	200	200	1	1350	1349	1350	1350	
ORA	57	Northbound widening - Katella Ave to Lincoln Ave	41,086	20,086	11/1/2010	11/1/2010	T	0	150	0	150	150	150	0	1540	1540	1540	1540	
ORA	91	SR 91 Eastbound Lane - Route 241 to Route 71	80,500	71,440	3/1/2009	3/1/2009	T	75	60	295	105	400	400	2	600	922	924	924	
ORA	91	Widening - Route 55 connector to Weir Canyon Rd	96,000	22,000	5/1/2011	5/1/2011	T	0	423	0	423	423	423	0	3087	3087	3087	3087	
PLA	65	Lincoln Bypass	324,000	73,715	4/1/2009	4/1/2009	T	70	3000	3279	581	3860	3860	47703	70000	32937	80640	80640	
PLA	80	I-80 Capacity/Operational Improvements Phase 2	80,232	17,700	9/1/2008	3/19/2008	A	100	400	315	0	315	315	14	650	186	200	200	
PLA	80	I-80 Capacity/Operational Improvement Phase 3A	34,000	31,300	9/1/2009	3/15/2009	T	20	100	52	148	200	200	3	100	397	400	400	
RIV	215	Add mixed-flow lane from Rte 15 to Scott Rd	62,321	38,570	2/1/2010	2/1/2010	T	40	50	20	30	50	50	0	0	0	0	0	
RIV	91	Route 91 HOV Lane Gap closure	240,277	157,198	8/1/2010	8/1/2010	T	90	1100	1017	83	1100	1100	735	31682	30947	31682	31682	
SAC	50	HOV lanes & Community enhancements	165,000	80,000	1/1/2010	6/1/2009	T	20	1800	589	1211	1800	1800	93	3400	1407	1500	1500	
SAC	Loc	White Rock Rd Widening, Grant Line to Prairie City	26,600	22,000	12/1/2010	12/1/2010	T	0	0	0	0	0	0	0	4000	4000	4000	4000	
SBD	10	I-10, Construct Westbound mixed flow lane	43,186	26,500	10/1/2009	10/1/2009	T	25	20	4	16	20	20	0	291	291	291	291	
SBD	10	Widen ramps, aux lanes: Cherry, Citrus & Cedar	32,693	19,233	6/1/2009	6/1/2009	T	20	440	0	101	101	101	0	130	0	0	0	
SBD	210	State Route 210/215 Connectors	96,204	22,000	11/1/2008	11/1/2008	T	40	2000	596	766	1362	1362	421	8437	8016	8437	8437	
SBD	215	Interstate 215 North Segment 5	66,676	59,000	11/1/2008	11/1/2008	T	40	585	110	475	585	585	65	2550	2485	2550	2550	
SBD	215	Interstate 215 North Segments 1 & 2	424,085	49,120	4/1/2009	11/1/2008	T	85	10090	7432	2658	10090	10090	23654	96905	73251	96905	96905	

# The California Department of Transportation



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Co	Rte	Project Title	Total Project Cost	Bond Funding	Right of Way Support Component										R/W Capital Component												
					Implementing Agency	Approved	Current	A/T	%	Appd	Expd	ETC	EAC	Appd	Expd	ETC	EAC										
SCL	101	US 101 Improvements (I-280 to Yerba Buena Rd)	62,975	30,000	Santa Clara Valley Transportation Authority	11/1/2009	11/30/2009	T	0	0	0	0	0	0	0	0	0	1850	0	1850	1850	0	0	0	0		
SCL	101	US 101 Aux Lanes - SR 85 to Embarcadero Rd	102,258	84,930	Santa Clara Valley Transportation Authority	11/1/2010	11/30/2010	T	0	0	0	0	0	0	0	0	0	6612	0	6612	6612	0	0	0	0	0	
SCL	880	I-880 Widening ( SR 237 to US 101)	95,000	71,600	Santa Clara Valley Transportation Authority	2/1/2011	2/28/2011	T	0	0	0	0	0	0	0	0	0	8100	0	8100	8100	0	0	0	0	0	
SCR	1	Auxiliary lanes, Morrissey to Soquel Ave	22,327	16,190	Caltrans	3/1/2010	3/1/2010	T	0	205	0	205	0	205	0	205	0	621	0	352	352	0	0	0	0	0	
SD	15	Managed Lanes (No/So Stages) South Segment	118,756		Caltrans	8/1/2007	8/15/2007	A	100	100	42	30	72	0	25	3	0	25	3	0	3	0	0	0	0	0	
SD	15	Managed Lanes (No/So Stages) South Segment	166,207	350,000	Caltrans	3/4/2008	4/1/2008	A	100	1000	301	185	485	0	3448	56	162	3448	56	162	217	0	0	0	0	0	
SD	15	Managed Lanes (No/So Stages) South Segment	122,206		Caltrans	10/1/2007	8/20/2007	A	100	685	194	194	388	0	1022	2	323	1022	2	323	325	0	0	0	0	0	
SD	15	Managed Lanes (No/So Stages) South Segment	56,798		Caltrans	6/18/2010	6/18/2010	T	0	1929	73	1100	1100	0	11100	0	4285	11100	0	4285	4285	0	0	0	0	0	
SD	5/8	Route 5/805 North Coast Corridor - Stage 1A	52,664	82,000	Caltrans	1/26/2007	12/29/2006	A	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SD	5/8	Route 5/805 North Coast Corridor - Stage 1A	102,000		Caltrans	10/1/2009	10/1/2009	T	20	900	108	197.2	305	0	8000	5	2,995	8000	5	2,995	3000	0	0	0	0	0	
SHA	5	Cottonwood Hills Truck Climbing Lane	27,443	22,902	Caltrans	8/1/2010	6/1/2009	T	20	966	2	9	10	0	185	0	10	185	0	10	10	0	0	0	0	0	
SJ	205	I-205 auxiliary lanes-Tracy	51,660	25,000	San Joaquin Council of Governments	5/1/2010	5/1/2010	T	0	100	0	100	100	0	1150	0	1150	1150	0	1150	1150	0	0	0	0	0	0
SLO	46	Route 46 Corridor Improvements (Whitley 1)	105,000	67,742	Caltrans	10/1/2009	9/24/2009	T	20	600	450	750	1200	0	10400	12	10389	10400	12	10389	10400	0	0	0	0	0	0
SM	101	SR101 Auxiliary Lanes - Embarcadero Rd to Marsh Rd	111,389	60,000	Caltrans	11/1/2010	11/1/2010	T	0	496	67	429	496	0	4910	0	4910	4910	0	4910	4910	0	0	0	0	0	0
SOL	80	I-80 HOV Lanes, I-80/I-680/12 to Putah Creek	66,761	44,184	Solano Transportation Authority	12/1/2007	12/15/2007	A	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOL	80	I-80 HOV Lanes, TMS & Ramp Metering	10,026	8,226	Solano Transportation Authority	1/10/2010	1/10/2010	T	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOL	80	I-80 HOV Lanes, Paving	3,800	3,800	Caltrans	11/3/2008	11/3/2008	T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SON	101	US 101 HOV Lanes between Santa Rosa - Windsor	120,260	69,860	Caltrans	2/1/2008	4/3/2008	A	100	500	0	500	500	0	7060	0	7060	7060	0	7060	7060	0	0	0	0	0	0
SON	101	US101 HOV Lanes - Railroad Ave to Rohnert Park Exp	118,250	42,848	Caltrans	2/1/2009	2/1/2009	T	5	750	237	513	750	0	9700	13	9687	9700	13	9687	9700	0	0	0	0	0	0
SON	101	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave	89,715	43,300	Caltrans	8/1/2008	7/30/2008	T	5	840	660	180	840	0	7230	2103	5127	7230	2103	5127	7230	0	0	0	0	0	0
STA	219	Route 219 Expressway Phase 1	50,624	14,760	Caltrans	6/1/2007	3/10/2008	A	100	3260	3136	124	3260	0	28000	13351	14649	28000	13351	14649	28000	0	0	0	0	0	0







# The California Department of Transportation

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Co Rte	Project Title	Total Project Cost	Bond Funding	Construction Support										Construction Capital									
				Implement Agency	Approved Start	Current Start	A/T	Approved End	Current End	A/T	%	Appd	Expd	ETC	EAC	Appd	Expd	ETC	EAC				
NEV 49	La Barr Meadows Widening	40,500	18,568	Caltrans	5/1/2009	5/1/2009	T	✔	6/1/2012	6/1/2012	T	0	3,500	0	3,500	✔	3,500	✔	21,000	0	21,000	21,000	✔
ORA 405	Route 22/405/605 HOV Connector with ITS	400,000	200,000	Caltrans	3/1/2010	3/1/2010	T	✔	9/1/2013	9/1/2013	T	0	54,500	0	54,500	✔	54,500	✔	291,000	0	291,000	291,000	✔
ORA 57	Northbound widening, Route 91 to Lambert Road	140,000	70,000	Caltrans	6/1/2010	6/1/2010	T	✔	7/1/2014	7/1/2014	T	0	18,360	0	18,360	✔	18,360	✔	106,188	0	106,188	106,188	✔
ORA 57	Northbound widening - Katella Ave to Lincoln Ave	41,086	20,086	Caltrans	5/1/2011	4/1/2011	T	✔	1/1/2015	1/1/2015	T	0	5,292	0	5,292	✔	5,292	✔	29,400	0	29,400	29,400	✔
ORA 91	SR 91 Eastbound Lane - Route 241 to Route 71	80,500	71,440	Caltrans	8/1/2009	8/1/2009	T	✔	9/1/2011	9/1/2011	T	0	6,440	4	6,436	✔	6,440	✔	65,000	0	65,000	65,000	✔
ORA 91	Widening - Route 55 connector to Weir Canyon Rd	96,000	22,000	Caltrans	12/1/2011	10/1/2011	T	✔	12/1/2014	12/1/2014	T	0	8,877	0	8,877	✔	8,877	✔	69,800	0	69,800	69,800	✔
PLA 65	Lincoln Bypass	324,000	73,715	Caltrans	2/1/2009	6/9/2008	A	✔	1/1/2013	1/1/2012	T	5	22,000	85	23,715	⚠	23,800	⚠	210,000	4	177,379	177,382	✔
PLA 80	I-80 Capacity/Operational Improvements Phase 2	80,232	17,700	Caltrans	5/1/2008	5/1/2008	A	✔	10/1/2010	10/1/2010	T	5	7,500	25	7,475	✔	7,500	✔	64,782	0	31,200	31,200	✔
PLA 80	I-80 Capacity/Operational Improvement Phase 3A	34,000	31,300	Caltrans	5/1/2009	5/1/2009	T	✔	1/1/2011	1/1/2011	T	0	3,300	0	5,300	⚠	5,300	⚠	28,000	0	57,505	57,505	⚠
RIV 215	Add mixed-flow lane from Rte 15 to Scott Rd	62,321	38,570	Riverside County Transportation Commission	12/1/2010	12/1/2010	T	✔	12/1/2013	12/1/2013	T	0	4,100	0	4,100	✔	4,100	✔	51,000	0	51,000	51,000	✔
RIV 91	Route 91 HOV Lane Gap closure	240,277	157,198	Caltrans	6/1/2011	6/1/2011	T	✔	6/1/2015	6/1/2015	T	0	14,598	0	14,598	✔	14,598	✔	177,146	0	177,146	177,146	✔
SAC 50	HOV lanes & Community enhancements	165,000	80,000	Caltrans	1/1/2010	9/1/2009	T	✔	1/1/2013	1/2/2013	T	0	14,000	0	14,000	✔	14,000	✔	131,800	0	134,000	134,000	⚠
SAC Loc	White Rock Rd Widening, Grant Line to Prairie City	26,600	22,000	Sacramento County	5/1/2011	5/1/2011	T	✔	11/1/2012	11/1/2012	T	0	0	0	0	✔	0	✔	19,100	0	19,100	19,100	✔
SBD 10	I-10, Construct Westbound mixed flow lane	43,186	26,500	San Bernardino Associated Governments	1/1/2010	1/1/2010	T	✔	6/1/2011	6/1/2011	T	0	0	0	0	✔	0	✔	37,875	0	37,875	37,875	✔
SBD 10	Widen ramps, aux lanes, Cherry, Citrus & Cedar	32,693	19,233	Caltrans	12/8/2009	12/8/2009	T	✔	12/1/2010	12/1/2010	T	0	2,500	0	1,436	✔	1,436	✔	26,523	0	26,523	26,523	✔
SBD 210	State Route 210/215 Connectors	96,204	22,000	San Bernardino Associated Governments	6/1/2009	8/15/2009	T	✔	10/1/2011	11/15/2013	T	0	0	0	0	⚠	0	✔	79,967	0	79,967	79,967	✔
SBD 215	Interstate 215 North Segment 5	66,676	59,000	San Bernardino Associated Governments	8/15/2009	8/15/2009	T	✔	10/1/2013	11/15/2013	T	0	0	0	0	✔	0	✔	59,000	0	59,000	59,000	✔
SBD 215	Interstate 215 North Segments 1 & 2	424,085	49,120	San Bernardino Associated Governments	9/15/2009	9/15/2009	T	✔	9/15/2013	9/15/2013	T	0	0	0	0	✔	0	✔	289,482	0	289,482	289,482	✔
SCL 101	US 101 Improvements (I-280 to Yerba Buena Rd)	62,975	30,000	Caltrans	3/1/2010	3/30/2010	T	✔	12/1/2012	12/31/2012	T	0	6,690	0	6,690	✔	6,690	✔	44,565	0	44,565	44,565	✔
SCL 101	US 101 Aux Lanes - SR 85 to Embarcadero Rd	102,258	84,930	Caltrans	6/1/2011	6/30/2011	T	✔	8/1/2013	8/31/2013	T	0	11,090	0	11,080	✔	11,080	✔	73,850	0	73,850	73,850	✔
SCL 880	I-880 Widening (SR 237 to US 101)	95,000	71,600	Caltrans	6/1/2011	6/30/2011	T	✔	7/1/2013	7/31/2013	T	0	9,810	0	9,810	✔	9,810	✔	65,390	0	65,390	65,390	✔
SCR 1	Auxiliary lanes, Morrissey to Soquel Ave	22,327	16,190	Caltrans	9/1/2010	9/1/2010	T	✔	9/1/2012	9/1/2012	T	0	2,700	0	2,700	✔	2,700	✔	15,640	0	15,640	15,640	✔
SD 15	Managed Lanes (No/So Stages) South Segment	118,756		Caltrans	6/24/2008	5/12/2008	A	✔	2/21/2012	1/26/2011	T	4	14,025	634	13,366	✔	14,000	✔	85,000	0	57,616	57,616	✔
SD 15	Managed Lanes (No/So Stages) South Segment	166,207		Caltrans	7/23/2008	8/4/2008	T	✔	4/15/2012	4/15/2012	T	0	21,236	16	19,868	✔	19,864	✔	125,000	0	94,432	94,432	✔





# Memorandum

*Flex your power!  
Be energy efficient!*

To: JOHN BARNA, Executive Director  
California Transportation Commission

Date: September 5, 2008

From: ROSS A. CHITTENDEN  
Proposition 1B Program Manager



Subject: **Proposition 1B Corrective Action Plans**

The California Department of Transportation (Caltrans) submits for your consideration four corrective action plans for Proposition 1B bond Corridor Mobility Improvement Account (CMIA) and three for State Route 99 (SR99). Caltrans recommends the Commission approve these corrective action plans. The plans have been reviewed for consistency with the most recent quarterly report, and are considered to be in the best interest of the projects and program delivery.

In addition, attached is a summary of the remaining corrective action plans that are currently being reviewed and processed.

CMIA Projects

Corrective Action Plans	Total	21	Signed	17	Not Signed	4
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SR 99 Projects

Corrective Action Plans	Total	3	Signed	1	Not Signed	2
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Attachments

Proposition 1B Programs				Baseline Commitments				Corrective Action Plans - September 2008 Requests		
Program	co	rte	cd	Project Title	Total Cost	BOND Funds	Const. Cost	Const. Start	Summary of Request / Corrective Actions	Recommendation
CMIA	SAC	-	3	White Rock Road from Grant Line to Prairie City	\$26,600	\$22,000	\$19,100	May-11	Change Draft Environmental Document date 3 months	Recommend approval
CMIA	MON	1	5	Salinas Road Interchange	\$48,516	\$37,061	\$37,061	May-09	Corrective action is for team to monitor and control expenditures and R/W end schedule change	Recommend approval
CMIA	SCR	1	5	Highway 1 Soquel to Morrissey Auxiliary Lanes	\$22,058	\$16,190	\$18,340	Sep-10	Revise scope	Place on watch list until PR approved.
CMIA	SLO	46	5	Route 46 Corridor Improvements (Whitley 1)	\$105,000	\$67,742	\$87,000	Jul-10	Increase R/W support from future component net zero change Federal fund adjustment	Recommend approval
Rte 99	TEH	99	2	Los Molinas improvements, Orange St. to Tehama Vina Rd.	\$6,400	\$4,900	\$5,485	Mar-11	Minor milestone date changes - and project limits	Recommend approval
Rte 99	SAC	99	3	Elverta Rd. interchange	\$29,600	\$19,110	\$24,400	May-11	Cost increase to be funded by local contributions	Recommend approval
Rte 99	SJ	99	10	S. Stockton widening, 4 lanes to 6 lanes, Arch Rd to Rt 4	\$250,500	\$153,900	\$169,500	Jun-12	PA&ED expenditures over baseline budget due to addressing community concerns regarding design footprint and R/W requirements. Corrective action will consider R/W cost savings to cover over expenditures.	Place on Watch List until PA&ED variance resolved



**PROPOSITION 1B Corrective Action Plan Summary**

FY 07/08 - 4th Quarter (April 1, 08 - June 30, 08)

Corridor Mobility Improvement Account (CMIA)

Co Rte	Project Title	CMIA Bond Funding	Corrective Action Plan Summary "S" - signed "NS" - Not Signed
ALA 24	Route 24/Caldecott Tunnel Corridor	175,000	S
ALA 580	Route 580 EB HOV Lane Project-Hacienda to Portola	72,200	S
ALA 580	Route 580 EB HOV Lane Project-Portola to Greenville		
ALA 880	I-880 southbound HOV Lane Extension - Hegenberger	94,600	S
CC 80	I-80 Intergrated Corridor Mobility Project	55,300	**
KIN 198	Kings/Tulare Rte. 198 Expressway	71,600	NS
LA 405	Route 405 Carpool Lane I-10 to US 101(Northbound)	730,000	NS
ORA 405	Route 22/405/605 HOV Connector with ITS	200,000	S
ORA 57	Northbound widening, Route 91 to Lambert Road	70,000	S
ORA 57	Northbound widening - Katella Ave to Lincoln Ave	20,086	S
ORA 91	SR 91 Eastbound Lane - Route 241 to Route 71	71,440	S
PLA 65	Lincoln Bypass	162,877	S
PLA 80	I-80 Capacity/Operational Improvements Phase 2	17,700	S



**STRATEGIC GROWTH PLAN**  
**CA.GOV BOND ACCOUNTABILITY**

**PROPOSITION 1B Corrective Action Plan Summary**  
 FY 07/08 - 4th Quarter (April 1, 08 - June 30, 08)  
 Corridor Mobility Improvement Account (CMIA)

Co Rte	Project Title	CMIA Bond Funding	Corrective Action Plan Summary "S" - signed "NS" - Not Signed
PLA 80	I-80 Capacity/Operational Improvement Phase 3A	31,300	S Corrective action plan proposes to transfer savings from Phase 2 to this project Phase 3A. Because of the value of available savings, the plan also proposes to increase the scope of the Phase 3A project to add Phase 3B which was nominated for CMIA funds. The overall plan would be fully funded utilizing existing programmed funds, bid savings and local funds.
SAC 50	HOV lanes & Community enhancements	80,000	S Corrective action plan transfers funds from rw savings to cover other components. RW savings realized by reducing number of temporary construction easements related to planned soundwalls. There will be a new corrective action plan submitted at a later date to combined a median barrier project within the project limits.
SD 15	Managed Lanes (No/So Stages) South Segment		S Corrective action plan submitted proposes to eliminate landscaping portions of CMIA projects (no impact to bond funds). Allows schedule to track roadway projects and not be delayed to include follow up landscape work. There is also a request in the narrative to hold award savings as contingency funds, as these projects are Design Sequenced projects and there is a chance that additional funds may be needed to deal with potential design changes and contractor claims.
SD 15	Managed Lanes (No/So Stages) South Segment	350,000	see above
SD 15	Managed Lanes (No/So Stages) South Segment		see above
SD 15	Managed Lanes (No/So Stages) South Segment		see above
SD 5/8	Route 5/805 North Coast Corridor - Stage 1A		NS Corrective action plan submitted indicates no action is needed.
SD 5/8	Route 5/805 North Coast Corridor - Stage 1A	82,000	Corrective action plan submitted indicates variances can be handled by applying savings from some components to cover other components. Programming change submitted? Not in file, checked on submittal.
SOL 80	I-80 HOV Lanes, I-80/I-680/12 to Putah Creek		S Corrective action plan submitted based on project savings at award. It is proposed to reduce pre-award programming to reflect award funding mix which means changing CMIA savings from \$16.8 m to \$8.4 m and increase federal fund savings from \$6.8 m to \$15.3 m so that the federal funds can be transferred to the I-80/680/12 IC project.
SOL 80	I-80 HOV Lanes, TMS & Ramp Metering	56,210	
SOL 80	I-80 HOV Lanes, Paving		
STA 219	Route 219 Expressway Phase 1	14,760	S Corrective action plan submitted proposes two actions to clean up variances. Support costs will be corrected by putting in correct schedule and showing actual progress and percent complete. The award and construction dates are requested to be amended to reflect current conditions. These dates were delayed primarily due to time needed to upgrade from a rw cert 3 to a rw cert 2 and SB1210 condemnation activities.
VEN 101	HOV Lanes, Mussel Shoals to Casitas Pass Road	131,600	NS Corrective action plan submitted proposes two corrections. RW capital is to be updated, the variance was created when potential costs were identified for a railroad easement and utility relocation on some alternatives. Deferring any action until alternatives selected and rw costs better defined. Support cost variances are due to estimate to complete calculations. Schedule need to be corrected to eliminate variances.



**PROPOSITION 1B Corrective Action Summary Report**  
**FY 07/08 - 4th Quarter (April 1, 08 - June 30, 08)**  
State Route 99 Account (SR99)

Co	Rte	Project Title	Bond SR99 Funding	Corrective Action Plan Summary "S" - signed "NS" - Not Signed
FRE	99	Island Park 6-Lane	93,000	NS No change is proposed at this time. Corrective action plan proposes to monitor rw and utility reallocation requirements and to motor PAED progress and expenditures. RW costs reflect conservative estimate, which will likely reduce as design is refined. A rw cost increase has not been validated. PAED support trigger due to assumed percent complete in progress calculations. Actual progress is higher, eliminating PAED support trigger.
MAD	99	Ave 12 Interchange	53,947	NS No change is proposed at this time. Corrective action plan proposes to monitor PAED and Design progress and expenditures. PAED support trigger due to assumed percent complete in progress calculations. Actual progress is higher, eliminating PAED support trigger. Design has not yet started, and trigger may be related to charging practices. Considering shifting funds between PS&E and Environmental components.
MER	99	Arboleda Road Freeway	140,300	S Will use savings in PAED support costs to cover Design support costs.

# PROPOSITION 1B PROGRAMS QUARTERLY PROGRESS REPORT / CORRECTIVE ACTION PLAN

## PART 1: STATUS OR PROJECT - NARRATIVE

**QTR X, FY XX/YY (MON YR – MON YR)**

**PREPARED BY: SCOTT WERTH**

**QTR 4 (04-2008 TO 06-2008)**

**REPORT DATE: 07-10-2008**

**PROJECT INFORMATION**

Program	PPNO	EA	District	County	Route/ Corridor	Post Mile Back	Post Mile Ahead
CMIA			3	Sac	50	Grant Line Road	Prairie City Road

**PROJECT TITLE**

White Rock Road From Grant Line Rd. To Prairie City Rd.

**PROJECT DESCRIPTION**

Provide a description of major project elements (outputs) and benefits (outcomes).

The 50 Corridor Mobility Partnership have collaboratively and effectively developed a plan to improve mobility in this rapidly growing area. Their phase 1 report verifies the conclusions reached by previous studies and project reports—that without investment in new transportation projects, traffic conditions will rapidly deteriorate as the area builds out. Alternatively, the phase 1 report concludes that conditions in the area can be improved with the construction of a number key transportation facilities. The roadway network is currently experiencing peak traffic congestion in this area. With forecasted growth over the next 25 years, traffic conditions in this area will continue to get worse. A coordinated transportation plan is being developed for the study area that reduces congestion and improves mobility. Widening White Rock Rd. from two to four lanes between Grant Line Rd. and Prairie City Rd., the CMIA funded project that is part of the Phase 1 widening of White Rock Rd. from Sunrise to Prairie City Rd., contributes to the forecasted 12% reduction in peak period delay on Highway 50 by year 2012

**ACCOMPLISHMENTS THIS QUARTER**

Briefly discuss project accomplishments and/or provide a list of major activities or milestones achieved.

Continue Draft Environmental work.

**ONGOING ACTIVITIES**

Briefly discuss current or ongoing project activities.

Continue with Draft Environmental work. Continue with the process of contracting with a consulting firm to perform design services.

**SIGNIFICANT ISSUES THIS QUARTER**

Identify and briefly discuss any potential risks and issues that may impact the implementation of the project. Group issues that may impact scope and benefits, cost, and schedule separately.

The baseline agreement lists the draft environmental milestone as July 2008. Do to unforeseen restrictions by property owners adjacent to the project, delivery of DED has been adjusted to October 2008.

**QUARTERLY PROGRESS REPORT VARIANCES**

List and briefly discuss cost and schedule variances shown on the Quarterly Progress Report for each of the project's components.

The baseline agreement lists the draft environmental milestone as July 2008. Do to unforeseen restrictions by property owners adjacent to the project, delivery of DED has been adjusted to October 2008.

## **PART 2: CORRECTIVE ACTION PLAN**

**QTR 4, FY 07/08 (04-08 – 06-08)**

### **PLAN DEVELOPMENT**

Briefly provide any background information that may be useful in understanding the root causes of the significant issues or variances. List corrective or preventative actions that have been initiated for this project in the past, whether any of the previous actions have been successful in re-aligning the project with the approved baseline, what new actions are planned to be taken, and the target dates for complete execution of these actions.

#### **Discussion:**

Sacramento County's Department of Environmental Review and Assessment hired several consults to provide technical studies to be included in the draft environmental document. This required gaining access to all adjacent properties including Aerojets high security facility. Access to this site was delayed due to the sensitivity of the facility which resulted in a cumulative delay to the delivery of the DED. Another factor in the delay was the scope of the study area, 800 acres+-, which required more time than originally anticipated for the consultants and the survey team to prepare their reports.

	<b>Action</b>	<b>Initiation Date</b>	<b>Target Completion Date</b>
1	Adjust draft environmental document milestone	7/10/08	07/11/2008
2			

### **PLAN EXECUTION & MONITORING**

Discuss how to avoid or mitigate reoccurrence of these issues and variances in the future and briefly describe processes for managing risks and other activities that may impact execution of planned corrective and preventative actions.

#### **Discussion:**

The delivery of this project is not affected by this change. The baseline agreement was established knowing that all projects experience unavoidable obstacles that could impact the schedule for any phase of work. The PS&E phase is on schedule to begin July 2009, and the project is scheduled to begin construction May 2011. With the completion of the PA&ED phase, some preliminary engineering work has been performed in advance of beginning the PS&E phase; this facilitates timely delivery of the project. Further, having experienced Aerojets restrictions through the PA&ED phase we will be able to build this time into the schedule while maintaining the delivery date of May 2011.

### **RECOMMENDED BASELINE CHANGES – LAST OPTION**

Identify and briefly describe any recommended adjustments to the project baseline in relation to scope, cost, or schedule (assuming all corrective and preventative actions to keep the project within the baseline have been exhausted and there are no other available options), and discuss any related impacts to the outputs and outcomes of the project. Identify and discuss impacts of schedule delays of any component on the delivery of the project, and identify commitments and funding sources for cost increases. Use "Attachment 1" to reflect recommended changes to the baseline.

#### **Scope:**

No Scope changes anticipated by this change.

#### **Cost:**

No cost associated with this change.

#### **Schedule:**

**Baseline Draft Environmental Document: 7-2008**  
**Revised Draft Environmental Document: 10-2008**

#### **Benefits (Outputs and Outcomes):**

The project is on schedule to begin design, as indicated by the baseline agreement, July 2009.

**QUARTERLY PROGRESS REPORT / CORRECTIVE ACTION PLAN  
SIGNATURE PAGE**

**County:** SAC      **Route/Corridor:** 50      **PPNO:**      **EA:**  
**Project Title:** White Rock Road (Grant Line Road to Prairie City Road)  
**QTR X, FY XX/YY (MON YR – MON YR) QTR 4 (04-2008 TO 06-2008)**

The Project Fact Sheet and Project Funding Sheet(s) from the Project Baseline Agreement were used to develop the attached corrective plan and, if applicable, the recommended baseline changes.

The corrective plan includes sufficient information to clearly explain the identified risks and impacts to the project scope, schedule, cost and benefit(s). The actions taken to address each project risk and impact and the recommended solution(s) are described in the corrective plan. Where a corrective plan indicates the need to adjust the baseline scope, schedule, cost or benefits, the project sponsor understands that the Commission may approve this plan, direct the sponsor to modify its plan, or take other appropriate action.

The corrective plan was prepared by the project team and is approved and transmitted by the project sponsor, implementing agency and Caltrans. The funding sources cited are committed and expected to be available; the estimated costs represent full project funding, and the description of scope and benefits is the best estimate possible.

Attachments to this Corrective Action Plan include:

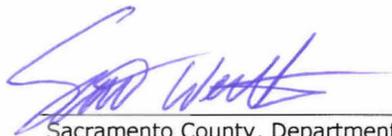
- Attachment 1
- Narrative
- Caltrans Program Change Request (PCR)
- Project Programming Request (PPR)
- Other \_\_\_\_\_



Project Sponsor  
Mike McKeever, Executive Director  
Sacramento Area Council of Governments

7-14-08

Date



Sacramento County, Department of Transportation  
Scott Werth, Senior Civil Engineer, Design Services

7/14/08

Date



Caltrans  
Jody Jones  
District 3 Director

7-15-08

Date

# CORRECTIVE ACTION PLAN

## ATTACHMENT 1

<b>RECOMMENDED CORRECTIVE ACTIONS RELATED TO PROJECT BASELINE</b>	
Lead Agency: SAC	Corrective Plan Date: 07-10-08
Baseline Amendment Requested (Yes or No): Yes	
Name & Title of Contact Person: Scott Werth	
Phone Number: 916-874-5259	Fax Number: 916-874-7831
Email Address: <a href="mailto:werths@saccounty.net">werths@saccounty.net</a>	
<b>Project Title:</b> White Rock	

### PROJECT INFORMATION

	PPNO	EA	District	County	Route/ Corridor	Post Mile Back	Post Mile Ahead
Baseline Agreement	NA	NA	3	SAC	50	Grant Line Road	Prairie City Road
Corrective Plan	NA	NA	3	SAC	50	Grant Line Road	Prairie City Road

### IMPLEMENTING AGENCY

	E&P (PA&ED)	PS&E	R/W	CON
Baseline Agreement	Sac County DOT	Sac County DOT	Sac County DOT	Sac County DOT
Corrective Plan	Sac County DOT	Sac County DOT	Sac County DOT	Sac County DOT

### PROJECT SCOPE

Baseline Location – Project Limits – Description and Scope of Work as set forth in Baseline Project Agreement (provide a project location map on a separate sheet and attach to this form).

The CMIA funded project is to widen White Rock Road from two to four lanes between Grant Line Rd to Prairie City Road. This is part of the proposed Phase 1 project to widen White Rock Road from Sunrise Blvd. to Prairie City Rd. with operational and safety improvements at Scott Road and Placerville Rd. intersections. Within the vicinity of Grant Line Rd., the improvements will realign White Rock Rd. beginning near Nike and Nimbus Roads and connect with the existing alignment just west of Prairie City Rd. The improvements will also include realigning Grant Line Rd. to intersect with realigned White Rock Rd., west of Prairie City Rd.

Proposed Location – Project Limits – Description and Scope of Work (provide a project location map on a separate sheet and attach to this form). Explain & highlight all changes from the approved scope as set forth in the Baseline Project Agreement. Include the justification, significant benefits, added risks, impact to cost and schedule to be realized for the proposed change in scope. Attach additional sheets as necessary to support changes in scope including project splits and combines.

The 50 Corridor Mobility Partnership have collaboratively and effectively developed a plan to improve mobility in this rapidly growing area. Their phase 1 report verifies the conclusions reached by previous studies and project reports- that without investment in new transportation projects, traffic conditions will rapidly deteriorate as the area builds out. Alternatively, the phase 1 report concludes that conditions in the area can be improved with the construction of a number key transportation facilities. The roadway network is currently experiencing peak traffic congestion in this area. With forecasted growth over the next 25 years, traffic conditions in this area will continue to get worse. A coordinated transportation plan is being developed for the study area that reduces congestion and improves mobility. Widening White Rock Rd. from two to four lanes between Grant Line Rd. and Prairie City Rd., the CMIA funded project that is part of the Phase 1 widening of White Rock Rd. from Sunrise to Prairie City Rd., contributes to the forecasted 12% reduction in peak period delay on Highway 50 by year 2012

### MAJOR PROJECT BENEFITS

	Daily Vehicle Hours of Delay Saved	Daily Peak Duration Person- Minutes Saved	Other - Describe
Baseline Agreement	2679	181319	
Corrective Plan	2679	181319	

### CORRIDOR SYSTEM MANAGEMENT PLAN

	Lead Agency	Plan Adoption Date	Plan Implementation Date
Baseline Agreement	Caltrans	Mar 2009	July 2010
Corrective Plan	Caltrans	Mar 2009	July 2010

**ATTACHMENT 1 (CONT'D)**

**PROJECT SCHEDULE**

<b>Milestones</b>	<b>Approved Baseline Project Agreement (Month/Year)</b>	<b>Proposed Corrective Plan (Month/Year)</b>
Begin Environmental Phase (PAED)	07-2007	07-2007
Environmental Document Type	EIR	EIR
Draft Environmental Document Milestone	07-2008	10-2008
Draft Project Report Milestone	NA	NA
End Environmental Phase (PA&ED Milestone)	07-2009	07-2009
Begin Design Phase (PS&E)	07-2009	07-2009
End Design Phase (RTL)	12-2010	12-2010
Begin Right of Way	07-2009	07-2009
End Right of Way (R/W Cert)	12-2010	12-2010
Begin Construction Phase (Cont. Award)	05-2011	05-2011
End Construction Phase (Construction Contract Acceptance)	11-2012	11-2012
Begin Closeout Phase	01-2013	01-2013
End Closeout Phase (Closeout Report Milestone)	06-2013	06-2013

**PROJECT FUNDING PLAN**

- Changes are proposed to the project funding plan, see attached Project Programming Request Form (PPR)
- Implementing this corrective plan involves funds under CTC control. Check the following as appropriate.
  - STIP
  - TCRP
  - SHOPP
  - Other

# PROPOSITION 1B PROGRAMS QUARTERLY PROGRESS REPORT / CORRECTIVE ACTION PLAN

## PART 1: STATUS OR PROJECT - NARRATIVE

**QTR 4, FY 07/08 (APR 1, 08 – JUN 30, 08)**

**PREPARED BY: RICHARD ROSALES**

**REPORT DATE: AUGUST 14, 2008**

**PROJECT INFORMATION**

Program	PPNO	EA	District	County	Route	Post Mile Back	Post Mile Ahead
CMIA	0032G	315921	05	MON	1	99.9	R101.5

**PROJECT TITLE**

SALINAS ROAD INTERCHANGE PROJECT

**PROJECT DESCRIPTION**

Provide a description of major project elements (outputs) and benefits (outcomes).

On Highway 1 in Monterey County, from just south of Jensen Road to Trafton Road, near Watsonville. Remove left turn conflict by constructing new interchange. Convert 2-lane highway to a 2-lane expressway with access control and frontage roads. Project also includes a landscaping element requiring a "plant establishment period" that will extend beyond the end of the construction phase (construction contract acceptance milestone).

Daily Vehicle Hours of Delay Saved - 673  
Daily Peak Duration Person-Minute Saved - 45,561

**ACCOMPLISHMENTS THIS QUARTER**

Briefly discuss project accomplishments and/or provide a list of major activities or milestones achieved.

Project Draft PS&E achieved 95% Constructability Review Milestone on May 16, 2008.  
Right of Way Acquisition began on reappraised parcels.  
Project Draft PS&E in preparation for submittal to District Office Engineer in July 2008.

**ONGOING ACTIVITIES**

Briefly discuss current or ongoing project activities.

Project plan preparation is ongoing.  
Right of Way Acquisition on 12 parcels is ongoing.  
Draft Structures PS&E preparation is ongoing.  
Permits (Coastal Development, Water Quality and Fish & Game) are ongoing.  
Design work is on target to PS&E to HQ Office Engineer by September 18, 2008.

### **SIGNIFICANT ISSUES THIS QUARTER**

Identify and briefly discuss any potential risks and issues that may impact the implementation of the project. Group issues that may impact scope and benefits, cost, and schedule separately.

Attaining the Right of Way Certification by November 2008 is at risk due to possible condemnations. Right of Way Certification No. 3 is scheduled for November 2008, however, with cancellation of November CTC meeting, Resolution of Necessity for a Right of Way Certification No. 3 will not be achieved until December 2008. Right of Way certification will be updated to Certification No. 1 by May 2009 to award project as scheduled. Twelve parcels need to be acquired or have effective orders for possession by January 2009 in order to RTL the project. All 12 appraisals have been completed, all 12 first written offers have been made, and one parcel has been acquired. Utility easements have been included in the appraisals but timeline for receiving utility relocation plans from utility companies are not anticipated until mid-September 2008. If delayed further RTL could be delayed.

Due to reappraisal work, right of way support costs are anticipated to be approximately \$100,000 higher than programmed. Right of Way Capital costs are anticipated to be approximately \$442,000 higher than programmed. All support costs and Right of Way Capital cost were programmed by RIP or IIP.

Landscape planting will be split off into a separate project. Initially landscape work was incorporated into parent project but due to lack of an available water source, this cannot be accomplished at this time. Request for funds will be submitted in September and will reflect this split. It is anticipated that support and capital costs for landscape project will remain within budgeted costs as stated in 4<sup>th</sup> quarter progress report. Cost and schedule impacts (end construction, begin and end closeout) will be submitted on next quarter report.

### **QUARTERLY PROGRESS REPORT VARIANCES**

List and briefly discuss cost and schedule variances shown on the Quarterly Progress Report for each of the project's components.

Design (PSE) Component- Both schedule and cost is estimated at completion to be within current approved schedule and budget.

Right of Way Support Component- Cost is estimated at completion to be higher than programmed. Team will continue to monitor cost and pursue efficiencies. R/W End date is estimated to be May 2009 due to potential for condemnation, however this will not affect begin construction date.

Right of Way Capital Component- Cost is estimated at completion to be higher than programmed based on recent reappraisals. Team will continue to monitor cost as acquisition and utility relocation costs are determined.

## **PART 2: CORRECTIVE ACTION PLAN**

**QTR 4, FY 07/08 (APR 1, 08 – JUN 30, 08)**

### **PLAN DEVELOPMENT**

Briefly provide any background information that may be useful in understanding the root causes of the significant issues or variances. List corrective or preventative actions that have been initiated for this project in the past, whether any of the previous actions have been successful in re-aligning the project with the approved baseline, what new actions are planned to be taken, and the target dates for complete execution of these actions.

**Discussion:**

Right of Way requirement changes were performed due to negotiations with property owners, utility companies and unforeseen design changes. Reappraisals were required and a timeline identified for achieving M410 Right of Certification No. 3 based on possible condemnation process. M412 End Right of Way to be achieved with effective order of possession and upgrade to Certification No. 1.

	<b>Action</b>	<b>Initiation Date</b>	<b>Target Completion Date</b>
1	Assign experienced lead acquisition agent to monitor progress of all critical tasks including condemnation process.	1/23/08	1/23/08
2	Seek early possession through the use of Rights of Entry or Possession and Use Agreements	5/30/08	5/1/09
3	Assign Senior level R/W utility agent to coordinate all utility relocation process.	11/15/06	5/1/09
4	Monitor R/W Support costs vs programmed costs	1/23/08	5/1/09

### **PLAN EXECUTION & MONITORING**

Discuss how to avoid or mitigate reoccurrence of these issues and variances in the future and briefly describe processes for managing risks and other activities that may impact execution of planned corrective and preventative actions.

**Discussion:**

Schedule Change:

Avoidance of future schedule changes can be accomplished by eliminating R/W requirement changes. Schedule for condemnation process will be closely monitored to ensure Resolution of Necessity is heard at earliest possible CTC meeting.

Cost Increase:

Avoidance of future anticipated cost increase for R/W support can be accomplished by eliminating unplanned work such as R/W requirement changes and by making an exhaustive effort to minimize number of parcels going to condemnation process. R/W Capital Cost increases were based on latest appraisals and utility relocation scope, thus unavoidable.

R/W Support Costs will be monitored to ensure they comply with existing STIP programming guidelines. No further action required.

R/W Capital Costs will be monitored to ensure they comply with existing STIP programming guidelines. No further action required.

### **RECOMMENDED BASELINE CHANGES – LAST OPTION**

Identify and briefly describe any recommended adjustments to the project baseline in relation to scope, cost, or schedule (assuming all corrective and preventative actions to keep the project within the baseline have been exhausted and there are no other available options), and discuss any related impacts to the outputs and outcomes of the project. Identify and discuss impacts of schedule delays of any component on the delivery of the project, and identify commitments and funding sources for cost increases. Use "Attachment 1" to reflect recommended changes to the baseline.

**Scope:**

N/A

Identify and briefly describe any recommended adjustments to the project baseline in relation to scope, cost, or schedule (assuming all corrective and preventative actions to keep the project within the baseline have been exhausted and there are no other available options), and discuss any related impacts to the outputs and outcomes of the project. Identify and discuss impacts of schedule delays of any component on the delivery of the project, and identify commitments and funding sources for cost increases. Use "Attachment 1" to reflect recommended changes to the baseline.

**Cost:**

R/W Support- No change is recommended to baseline cost. Currently within existing STIP programming guidelines.

R/W Capital- No change is recommended to baseline cost. Currently within existing STIP programming guidelines.

Landscape planting project to be split at time of vote (Jan 2009).

**Schedule:**

	Baseline	Proposed	
Right of Way End	11/01/08	5/01/09	M412 R/W Certification No. 1

Due to potential for condemnation, R/W Certification No. 1 will be achieved by May 2009.  
Change does not affect any other component on the delivery of the project.  
Proposed change only needed if condemnation occurs during R/W acquisition.

**Benefits (Outputs and Outcomes):**

No change in Benefits.

QUARTERLY PROGRESS REPORT / CORRECTIVE ACTION PLAN  
SIGNATURE PAGE

County: MON      Route: 1      PPNO: 0032G      EA: 315921  
Project Title: Salinas Road Interchange Project  
QTR 4, FY 07/08 (APR 1, 08 - JUN 30, 08)

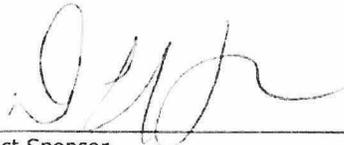
The Project Fact Sheet and Project Funding Sheet(s) from the Project Baseline Agreement were used to develop the attached corrective plan and, if applicable, the recommended baseline changes.

The corrective plan includes sufficient information to clearly explain the identified risks and impacts to the project scope, schedule, cost and benefit(s). The actions taken to address each project risk and impact and the recommended solution(s) are described in the corrective plan. Where a corrective plan indicates the need to adjust the baseline scope, schedule, cost or benefits, the project sponsor understands that the Commission may approve this plan, direct the sponsor to modify its plan, or take other appropriate action.

The corrective plan was prepared by the project team and is approved and transmitted by the project sponsor, implementing agency and Caltrans. The funding sources cited are committed and expected to be available; the estimated costs represent full project funding, and the description of scope and benefits is the best estimate possible.

Attachments to this Corrective Action Plan include:

- Attachment 1
- Narrative
- Caltrans Program Change Request (PCR)
- Project Programming Request (PPR)
- Other \_\_\_\_\_



Project Sponsor  
Debra L. Hale, Executive Director,  
Transportation Agency for Monterey County

8/15/08  
Date



Implementing Agency  
Richard Krumholz, Caltrans, District 5 Director

8/15/08  
Date

# CORRECTIVE ACTION PLAN

## ATTACHMENT 1

<b>RECOMMENDED CORRECTIVE ACTIONS RELATED TO PROJECT BASELINE</b>	
Lead Agency: Caltrans	Corrective Plan Date: August 14, 2008
Baseline Amendment Requested (Yes or No): Yes	
Name & Title of Contact Person: Richard Rosales, Project Manager	
Phone Number: (805) 549-3792	Fax Number: (805) 549-3620
Email Address: richard_Rosales@dot.ca.gov	
<b>Project Title: Salinas Road Interchange Project</b>	

### PROJECT INFORMATION

	PPNO	EA	District	County	Route	Post Mile Back	Post Mile Ahead
Baseline Agreement	0032G	315921		MON	1	99.9	R101.5
Corrective Plan							

### IMPLEMENTING AGENCY

	E&P (PA&ED)	PS&E	R/W	CON
Baseline Agreement	6/26/06	1/01/09(End)	11/01/08(End)	5/01/09(Beg)
Corrective Plan			5/01/09(End)	

### PROJECT SCOPE

<p>Baseline Location – Project Limits – Description and Scope of Work as set forth in Baseline Project Agreement (provide a project location map on a separate sheet and attach to this form).</p> <p>N/A</p>
<p>Proposed Location – Project Limits – Description and Scope of Work (provide a project location map on a separate sheet and attach to this form). Explain &amp; highlight all changes from the approved scope as set forth in the Baseline Project Agreement. Include the justification, significant benefits, added risks, impact to cost and schedule to be realized for the proposed change in scope. Attach additional sheets as necessary to support changes in scope including project splits and combines.</p> <p>N/A</p>

### MAJOR PROJECT BENEFITS

	Daily Vehicle Hours of Delay Saved	Daily Peak Duration Person- Minutes Saved	Other - Describe
Baseline Agreement	673	45,561	
Corrective Plan			

### CORRIDOR SYSTEM MANAGEMENT PLAN

	Lead Agency	Plan Adoption Date	Plan Implementation Date
Baseline Agreement	Caltrans	9/01/2010	10/01/2010
Corrective Plan			

**ATTACHMENT 1 (CONT'D)**

**PROJECT SCHEDULE**

<b>Milestones</b>	<b>Approved Baseline Project Agreement (Month/Year)</b>	<b>Proposed Corrective Plan (Month/Year)</b>
Begin Environmental Phase (PAED)	07/2000	
Environmental Document Type	EIR/ND	
Draft Environmental Document Milestone	07/2005	
Draft Project Report Milestone	06/2005	
End Environmental Phase (PA&ED Milestone)	06/2006	
Begin Design Phase (PS&E)	06/2006	
End Design Phase (RTL)	01/2009	
Begin Right of Way	11/2006	
End Right of Way (R/W Cert)	11/2008	5/2009
Begin Construction Phase (Cont. Award)	05/2009	
End Construction Phase (Construction Contract Acceptance)	07/2011	
Begin Closeout Phase	07/2011	
End Closeout Phase (Closeout Report Milestone)	12/2012	

**PROJECT FUNDING PLAN**

- Changes are proposed to the project funding plan, see attached Project Programming Request Form (PPR)
- Implementing this corrective plan involves funds under CTC control. Check the following as appropriate.
  - STIP
  - TCRP
  - SHOPP
  - Other

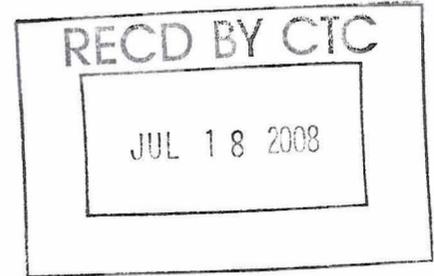


## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL [info@sccrtc.org](mailto:info@sccrtc.org)

July 15, 2008

John Barna  
Executive Director  
California Transportation Commission  
1120 N Street  
Room 22211 (MS-52)  
Sacramento, CA 95814



Subject: **Corrective Plan - Project Scope**  
**Highway 1 Soquel/Morrissey Auxiliary Lanes Project**

Dear Mr. Barna:

In the course of Project Approval/Environmental Documentation (PA/ED) activities, a change is proposed to the scope of the Highway 1 Soquel/Morrissey Auxiliary Lanes Project. The original project scope included modifications to the Morrissey Boulevard Interchange including realignment of the northbound ramps to address the portion of the project's purpose and need to improve pedestrian and bicycle access across the highway. Various design alternatives were considered for the Morrissey Boulevard Interchange, but subsequently rejected in favor of additional improvements to the La Fonda Avenue Overcrossing, which more effectively address the project's purpose and need to improve pedestrian and bicycle access while achieving better community cohesion and corridor mobility in the area.

### Recommended Baseline Change

The project team proposes to shift the pedestrian and bicycle access and safety elements of the project from the Morrissey Interchange to the La Fonda Overcrossing for the same outcome and no additional cost to the project. The proposed modification has the support of the SCCRTC (Implementing Agency and Project Sponsor), Caltrans District 5, and the City of Santa Cruz, the local jurisdiction where the respective facilities are located. The draft Project Report and draft environmental document, currently under review by Caltrans District staff, analyze and document the proposed changes and will be presented to the public in late August/early September 2008.

### Background/Plan Development

The original scope of the Soquel/Morrissey Auxiliary Lanes project focused on traffic operations in the Project Study Report (PSR) (dated September 2002) and subsequent Supplemental PSR (dated January 2006). Prior to initiation of the Project Approval/Environmental Documentation (PA/ED) phase the project's purpose and need was expanded to include consideration of bike and pedestrian access through the project area. This change was made as a result of public scoping meetings for the Soquel/Morrissey Auxiliary Lanes project and the larger Highway 1 HOV Lanes project (EA 05-0C730) which covers this same area and is also in the PA/ED phase.

## Alternatives Considered

One option considered in addressing this new purpose included constructing a stand-alone bike and pedestrian crossing in the area. This option is under examination as part of the Highway 1 HOV Lane project, however, right of way is required to build the crossing, which would significantly delay the scheduled completion of the environmental phase of the CMIA project and add significant additional costs to the project.

In contrast, the improvement of the Morrissey Interchange is under study as part of the Highway 1 HOV Lanes project. Six design alternatives have been considered with the goal of improving both vehicular operations and non-motorist safety across the highway and through the interchange. The decision to add modification of the Morrissey Interchange to the PA/ED phase of the CMIA project without benefit of conceptual level analysis (i.e. investing in a third PSR) was driven by time and cost considerations. It was felt that a more thorough assessment could be made through the PA/ED phase of this project and we need not delay initiating that process.

Through the course of PA/ED analysis, two project alternatives were developed to provide temporary improvement in the area for bikes and pedestrians. While these improvements would meet the project's expanded purpose, the improvements would have to be rebuilt when Highway 1 is widened in the future to add HOV lanes.

## Changes in Project Costs

At the same time, it was found that the construction costs for the reconstruction of the La Fonda Avenue Overcrossing, necessary to construct the auxiliary lanes on Highway 1, had risen from those estimates identified in the Baseline CMIA agreement. The source of the increased cost are two fold: an increase in unit costs and a decision by the Project Development Team (PDT) to build a larger bridge and a potential temporary overcrossing while the new bridge is being constructed. The PDT recommended building a larger bridge to accommodate bicycle lanes consistent with adjacent arterial roadways, a wider sidewalk area, and a longer span to accommodate design requirements of the future HOV lanes on Highway 1.

The PDT did not consider abandoning the purpose of improving bicycle and pedestrian access across Highway 1, as this objective was considered fundamental to improving mobility in the project area, as determined through the public scoping meetings. The La Fonda Overcrossing is immediately adjacent to a high school and within one block of an elementary school, so these improvements will greatly enhance safety and community cohesion through the project area, and potentially reduce localized vehicle trips.

## Consideration of Recommended Action

At a meeting of the Santa Cruz City Council in November 2007 and subsequently with the Santa Cruz County Regional Transportation Commission in December 2007, a recommendation was made to drop the Morrissey Interchange improvements in favor of building a larger bridge at La Fonda Avenue. The additional costs of the La Fonda Overcrossing (\$2.0 million) are virtually equal to the cost saving realized in deleting the proposed improvements at the Morrissey Boulevard Interchange (\$2.14 million); see the Project Cost Comparison table in Attachment 1.

This approach will avoid subsequent costs and community disruption of reconstructing the Morrissey Interchange improvements with the future HOV Lane project, and the cost of retrofitting the La

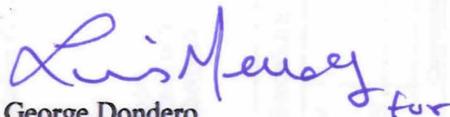
Fonda Avenue overcrossing to provide bike lanes and a wider sidewalk in the future if those improvements are not included in the CMIA project. In the event there are future cost increases, the PDT will reconsider the proposal to construct a temporary pedestrian bridge at La Fonda, currently included in the construction costs, in favor of a less costly alternative to mitigate disruption to the community.

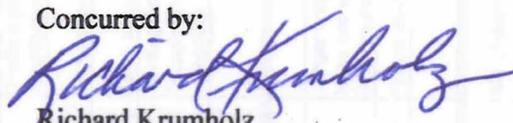
The recommended action will yield an improved outcome in pedestrian and bicycle access and safety, community cohesion, and corridor mobility at no additional cost to the project. There is no change in the delay savings realized through the auxiliary lanes or the project's benefit/cost ratio cited in the baseline agreement.

The process by which these recommendations were made will be documented in the Project Report and environmental document.

If you have any questions regarding this proposal, please contact George Dondero, SCCRTC, at 831-460-3202, or Rich Krumholz, Caltrans District 5 Director, at 805-549-3101.

Sincerely,

  
George Dondero  
SCCRTC Executive Director

Concurred by:  
  
Richard Krumholz  
Caltrans District 5 Director

Attachment:

1. Cost Comparison Baseline CMIA vs. Draft Project Report

cc: Will Kempton, Caltrans  
Andre Boutros, CTC  
Ross Chittenden, Caltrans

\\Rtcserv2\shared\Hwy1\SoquelMorrisseyMergeLanesProject\CMIA\CorrectivePlan\Barna-Scope-071508.doc

**Route 1 Soquel Morrissey Auxiliary Lane**  
**Cost Comparison Baseline CMIA vs. Draft Project Report**

Santa Cruz County Regional Transportation Commission  
 March 14, 2008

**CMIA Documentation Support Information**

Cost Change: Baseline CMIA Cost Basis to Current Estimate in the Draft Project Report  
 CMIA Baseline Cost Est. (2006\$): \$13,000,000 Escalated Constr. Cost Est.: \$15,640,000  
 Current Cost Estimate (2007\$): \$13,664,000 Escalated Constr. Cost Est.: \$15,680,000  
 Change: \$664,000

<b>Summary Detail of Difference in Costs - CMIA Baseline vs. Draft Project Report</b>				
<b>Cost Category</b>	<b>CMIA Baseline - Preliminary Cost Estimate (\$06)</b>	<b>Current - Preliminary Cost Estimate (\$07)</b>	<b>Difference (Current vs. Baseline)</b>	<b>Reason for the Change</b>
<b>I. ROADWAY ITEMS</b>				
Section 1: Earthwork	\$1,166,910	\$954,900	-\$212,010	Quantities modified through preliminary design/scope change
Section 2: Pavement	\$1,556,480	\$939,000	-\$617,480	Quantities modified through preliminary design/scope change Increased detail developed through the preliminary design, includes: temporary construction and permanent stormwater treatment, erosion control, peak flow attenuation devices and roadway drainage.
Section 3: Drainage	\$50,000	\$1,155,869	\$1,105,869	Significant changes in quantities and unit prices for retaining wall and soundwall detail
Section 4: Speciality Items	\$3,964,200	\$3,396,400	-\$567,800	Traffic signal eliminated from proposed plans with reduction in Morrissey IC modifications.
Section 5: Traffic	\$505,000	\$250,000	-\$255,000	
Section 6: Minor Items	\$362,000	\$670,000	\$308,000	Percentage applied to preceding capital costs increased from 5 to 10%.
Section 7: Roadway Mobilization	\$760,000	\$737,000	-\$23,000	Minor adjustment
Section 8: Supplemental Work and Contingency	\$1,141,000	\$2,210,000	\$1,069,000	Contingency factor increased per PDPM guidelines from 5% to 10% for "Supplemental Work" and from 10% to 20% for the "Contingency" categories.
<b>TOTAL ROADWAY ITEMS</b> (Subtotal of Sections 1 thru 8)	<b>\$9,505,590</b>	<b>\$10,313,169</b>	<b>\$807,579</b>	
<b>II. Structure Items</b>				
La Fonda Ave. Overcrossing	\$1,351,600	\$3,351,000	\$1,999,400	Longer bridge to accommodate future HOV Lanes, wider bridge for bike lanes and wider sidewalk, and temporary Ped OC due to community input (not included in SPSR (PDS)); Increased Unit Costs
Morrissey Overcrossing	\$2,142,720	\$0	-\$2,142,720	Project element eliminated at the request of the City of Santa Cruz
<b>TOTAL STRUCTURES ITEMS</b>	<b>\$3,494,320</b>	<b>\$3,351,000</b>	<b>-\$143,320</b>	
<b>TOTAL CAPITAL CONSTRUCTION COSTS</b>	<b>\$12,999,910</b>	<b>\$13,664,169</b>	<b>\$664,259</b>	<b>No change in project benefits reported in the Baseline Project Fact Sheet. (1)</b>

Notes:

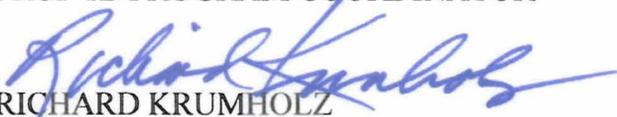
(1) Project benefits reported in the Baseline Project Fact Sheet were based on the auxiliary lanes only, hence no significant change in the project's benefit cost ratio of 2.4.

## Memorandum

*Flex your power!  
Be energy efficient!*

To: ROSS CHITTENDEN  
PROP 1B PROGRAM COORDINATOR

Date: June 9, 2008

From:   
RICHARD KRUMHOLZ  
District 5 Director

Subject: CMIA Baseline Amendment

District 5, in agreement with our local partners, is requesting an amendment to the CMIA Baseline Agreement for the **Route 46 Corridor Improvements (Whitley 1)** project (EA 05-33072\_, PPNO 0226C). As requested by the Amendment Process, attached are the following documents:

1. Narrative/Fact Sheet
2. Project Programming Request (PPR)
3. Signed New Agreement

If you have any questions or require additional information, please contact John Luchetta, Project Manager, at (805) 549-3175



## Baseline Amendment Narrative Fact Sheet

Date: 06/03/08

County SLO Route 46 PPNO: 0226C EA: 05-33072

Project: **Route 46 Corridor Improvements (Whitley 1)**

**Request:**

- Increase R/W Support \$600,000 and decrease PS&E the same amount by redirecting existing Federal Demonstration funds. This amendment results in a zero net increase to current programming and does not propose changes to CMIA or STIP programming.

**Programming:** *(state if consistent with programming documents, or proposing a change i.e. STIP, TCRP etc.)*

- |                          |                                    |                                     |                       |
|--------------------------|------------------------------------|-------------------------------------|-----------------------|
| <input type="checkbox"/> | Requires Concurrent STIP Amendment | <input type="checkbox"/>            | Proposed in 2008 STIP |
| <input type="checkbox"/> | Requires Concurrent TCRP Amendment | <input checked="" type="checkbox"/> | Not Applicable        |

**Background/ Discussion:**

This project is the second of three programmed segments that comprise the Route-46 Corridor Improvement Project. This amendment is a correction to the initial programming and addresses changes in state legislation that affect right of way acquisition.

**Assumptions/Risks:**

**Corrective Action Plan Approval Date:** N/A

**Scope:**

Convert existing 2-lane conventional highway to 4-lane expressway from west of Geneseo Road to west of Almond Drive, a distance of 4.6 miles. This project includes replacing the Estrella River Bridge with two parallel structures.

**Next critical milestone or action and date** 95% Constructability Review 04/12/09

**CSMP Status:** anticipate draft will be completed by January 2009

**Number of Previous Baseline Amendments** 0

**Date of last Baseline Amendment:** N/A

**Table A1 – Cost**

Component	Adopted Program (06/07/07)	Requested Changes	Difference	Cost to Date	*Cost Forecast (EAC)
<i>PA&amp;ED **</i>	\$2,120	<i>No change</i>		\$2,125	\$2,125
<b>PS&amp;E</b>	\$7,000	\$6,400	-\$600	\$2,053	\$6,329
<b>R/W Support</b>	\$600	\$1200	\$600	\$273	\$1,008
<b>Const Support</b>	\$7,000	No change		\$0	\$6,284
<b>R/W Capital</b>	\$10,400	No change		\$12	\$10,400
<b>Const Capital</b>	\$80,000	No change		\$0	\$80,000
<b>TOTAL</b>	\$107,120	\$107,120	\$0	\$4,463	\$106,146

*All Dollars shown are in thousands*

\* EAC – Estimate At Completion

\*\* PA&ED was completed under a separate EA.

Cost data is from most recent quarterly report

**Table B – Schedule – No changes are proposed to Current Approved project schedule**

	Schedule	Current Approved (06/07/07)	Proposed Schedule
Environmental (PA&ED)	Begin	01/01/98	07/01/98
	End	05/01/06	05/19/06
Design (PS&E)	Begin	09/01/06	11/01/06
	End	02/01/10	02/01/10
Right of Way	Begin	03/01/07	03/21/07
	End	10/01/09	10/01/09
Construction	Begin	07/01/10	07/01/10
	End	07/01/13	07/01/13
Closeout	Begin	08/01/13	08/01/13
	End	05/01/14	05/01/14

(shaded dates have been completed)

**Submitted By:** John Luchetta, Project Manager, Caltrans District 5



## 2008 Project Programming Request (Project Information)

General Instructions

<input type="checkbox"/> New Project		<input checked="" type="checkbox"/> Amendment (Existing Project)		<b>Date:</b> 05/29/08	
<b>Caltrans District</b>	<b>EA</b>	<b>PPNO</b>	<b>MPO ID</b>	<b>TCRP No.</b>	
5	330720	0226C			
<b>County</b>	<b>Route/Corridor</b>	<b>Project Sponsor/Lead Agency</b>		<b>MPO</b>	<b>Element</b>
SLO	46	Caltrans		SLOCOG	CO
<b>Project Title</b>					
Route 46 Corridor Improvements (Whitley 1)					
<b>PM Bk</b>	<b>PM Ahd</b>	<b>Project Mgr/Contact</b>	<b>Phone</b>	<b>E-mail Address</b>	
36.6	41.2	John Luchetta	(805)549-3175	<a href="mailto:john_luchetta@dot.ca.gov">john_luchetta@dot.ca.gov</a>	
<b>Location, Project Limits, Description, Scope of Work, Legislative Description</b>					
Near Paso Robles on Route 46 from west of Geneseo Road to west of Almond Drive. Convert to a 4-lane expressway.					
<b>Component</b>	<b>Implementing Agency</b>		<b>AB 3090</b>	<b>Letter of No Prejudice</b>	
PA&ED			<input type="checkbox"/>	<input type="checkbox"/>	
PS&E	Caltrans		<input type="checkbox"/>	<input type="checkbox"/>	
Right of Way	Caltrans		<input type="checkbox"/>	<input type="checkbox"/>	
Construction	Caltrans		<input type="checkbox"/>	<input type="checkbox"/>	
<b>Legislative Districts</b>					
<b>Assembly:</b> 33		<b>Senate:</b> 15			
<b>Congressional:</b> 22					
<b>Purpose and Need</b>					
<b>Project Benefits</b>					
<b>Project Milestone</b>					<b>Date</b>
Project Study Report Approved					
Begin Environmental (PA&ED) Phase					01/01/98
Circulate Draft Environmental Document			<b>Document Type</b>   EIR	05/01/03	
Draft Project Report					05/01/03
End Environmental Phase (PA&ED Milestone)					05/01/06
Begin Design (PS&E) Phase					09/01/06
End Design Phase (Ready to List for Advertisement Milestone)					02/10/10
Begin Right of Way Phase					03/01/07
End Right of Way Phase (Right of Way Certification Milestone)					10/01/09
Begin Construction Phase (Contract Award Milestone)					07/01/10
End Construction Phase (Construction Contract Acceptance Milestone)					07/01/13
Begin Closeout Phase					08/01/13
End Closeout Phase (Closeout Report)					05/01/14



## 2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 05/29/08

<b>County</b>	<b>CT District</b>	<b>PPNO</b>	<b>TCRP Project No.</b>	<b>EA</b>
SLO	5	0226C		330720
<b>Project Title:</b> Route 46 Corridor Improvements (Whitley 1)				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)									
PS&E	7,000							7,000	Caltrans
R/W SUP (CT)	600							600	
CON SUP (CT)			7,000					7,000	
R/W	10,400							10,400	Caltrans
CON			80,000					80,000	Caltrans
<b>TOTAL</b>	<b>18,000</b>		<b>87,000</b>					<b>105,000</b>	
Proposed Total Project Cost									
E&P (PA&ED)									
PS&E	6,400							6,400	
R/W SUP (CT)	1,200							1,200	
CON SUP (CT)			7,000					7,000	
R/W	10,400							10,400	
CON			80,000					80,000	
<b>TOTAL</b>	<b>18,000</b>		<b>87,000</b>					<b>105,000</b>	

<b>Fund No. 1:</b>	<b>State Bond - Corridor Mobility Program (CMIA)</b>								<b>Program Code</b>
	Existing Funding								20.XX.721.000
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			67,742					67,742	
<b>TOTAL</b>			<b>67,742</b>					<b>67,742</b>	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			67,742					67,742	
<b>TOTAL</b>			<b>67,742</b>					<b>67,742</b>	

<b>Fund No. 2:</b>	<b>RIP - State Cash (ST-CASH)</b>								<b>Program Code</b>
	Existing Funding								20.XX.075.600
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E	1,500							1,500	
R/W SUP (CT)	260							260	
CON SUP (CT)			3,000					3,000	
R/W	4,500							4,500	
CON			2,440					2,440	
<b>TOTAL</b>	<b>6,260</b>		<b>5,440</b>					<b>11,700</b>	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E	1,500							1,500	
R/W SUP (CT)	260							260	
CON SUP (CT)			3,000					3,000	
R/W	4,500							4,500	
CON			2,440					2,440	
<b>TOTAL</b>	<b>6,260</b>		<b>5,440</b>					<b>11,700</b>	



## 2008 Project Programming Request (Funding Information)

(dollars in thousands and escalated to the programmed year)

Date: 05/29/08

County	CT District	PPNO	TCRP Project No.	EA
SLO	5	0226C		330720
<b>Project Title:</b> Route 46 Corridor Improvements (Whitley 1)				

<b>Fund No. 3: IIP - State Cash (ST-CASH)</b>									<b>Program Code</b>	
<b>Existing Funding</b>									20.XX.025.700	
<b>Component</b>	<b>Prior</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>13/14+</b>	<b>Total</b>	<b>Funding Agency</b>	
E&P (PA&ED)									Caltrans	
PS&E	3,700							3,700		
R/W SUP (CT)	340							340		
CON SUP (CT)			4,000					4,000		
R/W	5,900							5,900		
CON			7,418					7,418		
<b>TOTAL</b>	<b>9,940</b>		<b>11,418</b>					<b>21,358</b>		
<b>Proposed Funding</b>									<b>Notes</b>	
E&P (PA&ED)										
PS&E	3,700							3,700		
R/W SUP (CT)	340							340		
CON SUP (CT)			4,000					4,000		
R/W	5,900							5,900		
CON			7,418					7,418		
<b>TOTAL</b>	<b>9,940</b>		<b>11,418</b>					<b>21,358</b>		

<b>Fund No. 4: Demo - High Priority Projects Program (DEMO-ST)</b>									<b>Program Code</b>	
<b>Existing Funding</b>									20.30.010.680	
<b>Component</b>	<b>Prior</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>13/14+</b>	<b>Total</b>	<b>Funding Agency</b>	
E&P (PA&ED)									San Luis Obispo County	
PS&E	1,800							1,800		
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON			2,400					2,400		
<b>TOTAL</b>	<b>1,800</b>		<b>2,400</b>					<b>4,200</b>		
<b>Proposed Funding</b>									<b>Notes</b>	
E&P (PA&ED)									Decrease PS&E by \$600,000 Demo and increase R/W Support by \$600,000 Demo.	
PS&E	1,200							1,200		
R/W SUP (CT)	600							600		
CON SUP (CT)										
R/W										
CON			2,400					2,400		
<b>TOTAL</b>	<b>1,800</b>		<b>2,400</b>					<b>4,200</b>		

<b>Fund No. 5:</b>									<b>Program Code</b>	
<b>Existing Funding</b>										
<b>Component</b>	<b>Prior</b>	<b>08/09</b>	<b>09/10</b>	<b>10/11</b>	<b>11/12</b>	<b>12/13</b>	<b>13/14+</b>	<b>Total</b>	<b>Funding Agency</b>	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
<b>TOTAL</b>										
<b>Proposed Funding</b>									<b>Notes</b>	
E&P (PA&ED)										
PS&E										
R/W SUP (CT)										
CON SUP (CT)										
R/W										
CON										
<b>TOTAL</b>										

**CORRIDOR MOBILITY IMPROVEMENT ACCOUNT  
PROJECT SCOPE, COST, SCHEDULE, AND BENEFIT BASELINE DATA**

County: San Luis Obispo	Route: 46	PPNO: 0226C
Project Title: Route 46 Corridor Improvements (Whitley 1)		

We acknowledge the baseline amendment as identified on the attached project program request sheets as the current approved for project monitoring by the California Transportation Commission and its Corridor Mobility Improvement Account Project Delivery Council. We certify that funding sources cited are committed and expected to be available; the estimated costs represent full project funding, and the description of benefits is the best estimate possible.

---

Ronald L. De Carli Date  
Executive Director  
San Luis Obispo Council of Governments

---

Will Kempton Date  
Director  
California Department of Transportation

---

John F. Barna, Jr. Date  
Executive Director  
California Transportation Commission

# PROPOSITION 1B PROGRAMS QUARTERLY PROGRESS REPORT / CORRECTIVE ACTION PLAN

## PART 1: STATUS OR PROJECT - NARRATIVE

**QTR 4, FY 07/08 (APR 08 – JUN 08)**

**PREPARED BY: CLINT BURKENPAS**

**REPORT DATE: 07/23/2008**

### PROJECT INFORMATION

Program	PPNO	EA	District	County	Route	Post Mile Back	Post Mile Ahead
99 Bond	3326	02-4C580	02	Tehama	99	12.0	12.6

### PROJECT TITLE

Los Molinos SR99 Bond

### PROJECT DESCRIPTION

Provide a description of major project elements (outputs) and benefits (outcomes).

The project purpose is to improve pedestrian, bicycle, and vehicle access and safety within the community of Los Molinos. Major project elements include installing sidewalks, curbs, gutters, street lighting, drainage, and thin blanket overlay. Outputs are three intersections modified and 0.75 pedestrian or bicycle facilities constructed in linear miles.

### ACCOMPLISHMENTS THIS QUARTER

Briefly discuss project accomplishments and/or provide a list of major activities or milestones achieved.

The project scope and estimate were further refined and updated to reflect the expectations of the community and the local sponsor. Surveys of pedestrian traffic patterns were conducted with input from local businesses to identify the most effective location for pedestrian facilities. Engineering surveys were performed.

### ONGOING ACTIVITIES

Briefly discuss current or ongoing project activities.

Project design commenced and is ongoing. A second public meeting presenting the refined project scope is to be scheduled after a presentation to our local partner. Environmental studies will commence and preliminary design will continue.

### SIGNIFICANT ISSUES THIS QUARTER

Identify and briefly discuss any potential risks and issues that may impact the implementation of the project. Group issues that may impact scope and benefits, cost, and schedule separately.

It was previously identified that there was an existing drainage easement beneath the Union Pacific Railroad, but further study reveals there is no current drainage easement. Not having the drainage easement may result in increased right of way support and capital costs.

### QUARTERLY PROGRESS REPORT VARIANCES

List and briefly discuss cost and schedule variances shown on the Quarterly Progress Report for each of the project's components.

Variations from the schedule are requested and discussed in detail in the recommended baseline changes below.

## **PART 2: CORRECTIVE ACTION PLAN**

### **QTR 4, FY 07/08 (APR 08 – JUN 08)**

#### **PLAN DEVELOPMENT**

Briefly provide any background information that may be useful in understanding the root causes of the significant issues or variances. List corrective or preventative actions that have been initiated for this project in the past, whether any of the previous actions have been successful in re-aligning the project with the approved baseline, what new actions are planned to be taken, and the target dates for complete execution of these actions.

**Discussion:**

Variances in the project limits and schedule are requested and discussed in detail below. These changes do not impact the overall project schedule, nor do they represent a change in scope or costs and are not considered significant issues or variances.

	<b>Action</b>	<b>Initiation Date</b>	<b>Target Completion Date</b>
1			
2			
3			
...			

#### **PLAN EXECUTION & MONITORING**

Discuss how to avoid or mitigate reoccurrence of these issues and variances in the future and briefly describe processes for managing risks and other activities that may impact execution of planned corrective and preventative actions.

**Discussion:**

#### **RECOMMENDED BASELINE CHANGES – LAST OPTION**

Identify and briefly describe any recommended adjustments to the project baseline in relation to scope, cost, or schedule (assuming all corrective and preventative actions to keep the project within the baseline have been exhausted and there are no other available options), and discuss any related impacts to the outputs and outcomes of the project. Identify and discuss impacts of schedule delays of any component on the delivery of the project, and identify commitments and funding sources for cost increases. Use "Attachment 1" to reflect recommended changes to the baseline.

**Scope:**

A revision in the post mile limits from 12.0/12.6 to 11.0/13.0 is requested. The scope and outputs has not changed, however, the placement of several currently scoped items of the planned work including signage, striping, and median islands, would significantly increase the desired traffic calming effects if they were placed further from Los Molinos within the proposed post mile limits.

**Cost:**

**Schedule:**

The project baseline was established prior to a detailed work plan being developed and subsequently resulted in several interim dates being tied to incorrect milestones. It is requested that the current approved baseline be revised to match the current work plan dates on the following schedule items: Begin Design (PS&E) and Begin Right of Way.

**Benefits (Outputs and Outcomes):**

**QUARTERLY PROGRESS REPORT / CORRECTIVE ACTION PLAN  
SIGNATURE PAGE**

**County: Tehama    Route: 99    PPNO: 3326    EA: 02-4C580**  
**Project Title: Los Molinos SR99 Bond**  
**QTR 4, FY 07/08 (APR 08 – JUN 08)**

The Project Fact Sheet and Project Funding Sheet(s) from the Project Baseline Agreement were used to develop the attached corrective plan and, if applicable, the recommended baseline changes.

The corrective plan includes sufficient information to clearly explain the identified risks and impacts to the project scope, schedule, cost and benefit(s). The actions taken to address each project risk and impact and the recommended solution(s) are described in the corrective plan. Where a corrective plan indicates the need to adjust the baseline scope, schedule, cost or benefits, the project sponsor understands that the Commission may approve this plan, direct the sponsor to modify its plan, or take other appropriate action.

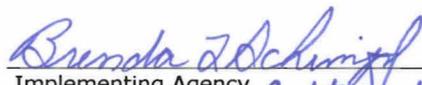
The corrective plan was prepared by the project team and is approved and transmitted by the project sponsor, implementing agency and Caltrans. The funding sources cited are committed and expected to be available; the estimated costs represent full project funding, and the description of scope and benefits is the best estimate possible.

Attachments to this Corrective Action Plan include:

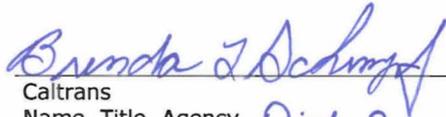
- Attachment 1
- Narrative
- Caltrans Program Change Request (PCR)
- Project Programming Request (PPR)
- Other 02/15/2008 Supplemental TE Application

  
\_\_\_\_\_  
Project Sponsor  
Name, Title, Agency

7-28-08  
Date

  
\_\_\_\_\_  
Implementing Agency  
Name, Title, Agency *Caltrans Dist 2*

7/28/08  
Date

  
\_\_\_\_\_  
Caltrans  
Name, Title, Agency *Dist 2  
Interim Director*

7/28/08  
Date

# CORRECTIVE ACTION PLAN

## ATTACHMENT 1

RECOMMENDED CORRECTIVE ACTIONS RELATED TO PROJECT BASELINE	
Lead Agency: Caltrans	Corrective Plan Date: 07/23/2008
Baseline Amendment Requested (Yes or No): Yes	
Name & Title of Contact Person: Clint Burkenpas, Project Manager	
Phone Number: (530) 225-2455	Fax Number: (530) 225-3146
Email Address: clint_burkenpas@dot.ca.gov	
<b>Project Title:</b> Los Molinos SR99 Bond	

### PROJECT INFORMATION

	PPNO	EA	District	County	Route	Post Mile Back	Post Mile Ahead
Baseline Agreement	3326	02-4C580	02	Tehama	99	12.0	12.6
Corrective Plan						<b>11.0</b>	<b>13.0</b>

### IMPLEMENTING AGENCY

	E&P (PA&ED)	PS&E	R/W	CON
Baseline Agreement	Caltrans	Caltrans	Caltrans	Caltrans
Corrective Plan				

### PROJECT SCOPE

Baseline Location – Project Limits – Description and Scope of Work as set forth in Baseline Project Agreement (provide a project location map on a separate sheet and attach to this form).

Tehama 99 12.0/12.6. In Tehama County at Los Molinos from Orange Street to Tehama Vina Road. Install sidewalks, curbs, gutters, street lighting, drainage, and thin blanket overlay.

Proposed Location – Project Limits – Description and Scope of Work (provide a project location map on a separate sheet and attach to this form). Explain & highlight all changes from the approved scope as set forth in the Baseline Project Agreement. Include the justification, significant benefits, added risks, impact to cost and schedule to be realized for the proposed change in scope. Attach additional sheets as necessary to support changes in scope including project splits and combines.

**Other than the interim dates, the only requested change is the post mile limits. Scope, schedule, and cost are not impacted. The extended limits will allow for several of the traffic calming elements, including signage, striping, and median islands, to be constructed further from the center of Los Molinos. Moving these currently scoped project elements will significantly contribute to the desired goal of traffic calming through Los Molinos and serve to forewarn traveling motorist of the presence of Los Molinos prior to entering the community. The new limits requested are: Tehama 99 **11.0/13.0. In Tehama County at Los Molinos from 0.2 miles south of Sherman Street to 0.1 miles south of Marek Road.** Install sidewalks, curbs, gutters, street lighting, drainage, and thin blanket overlay.**

### MAJOR PROJECT BENEFITS

	Daily Vehicle Hours of Delay Saved	Daily Peak Duration Person- Minutes Saved	Other - Describe
Baseline Agreement			3 intersections modified and 0.75 pedestrian or bicycle facilities constructed in linear miles.
Corrective Plan			

### CORRIDOR SYSTEM MANAGEMENT PLAN

	Lead Agency	Plan Adoption Date	Plan Implementation Date
Baseline Agreement	Caltrans		
Corrective Plan			

**ATTACHMENT 1 (CONT'D)**

**PROJECT SCHEDULE**

<b>Milestones</b>	<b>Approved Baseline Project Agreement (Month/Year)</b>	<b>Proposed Corrective Plan (Month/Year)</b>
Begin Environmental Phase (PAED)	09/2007	<b>03/2008 (Actual)</b>
Environmental Document Type	CE	CE
Draft Environmental Document Milestone	NA	NA
Draft Project Report Milestone	NA	NA
End Environmental Phase (PA&ED Milestone)	10/2009	10/2009
Begin Design Phase (PS&E)	12/2007	<b>10/2009</b>
End Design Phase (RTL)	10/2010	10/2010
Begin Right of Way	12/2007	<b>10/2008</b>
End Right of Way (R/W Cert)	09/2010	09/2010
Begin Construction Phase (Cont. Award)	03/2011	03/2011
End Construction Phase (Construction Contract Acceptance)	11/2012	11/2012
Begin Closeout Phase	11/2012	11/2012
End Closeout Phase (Closeout Report Milestone)	11/2013	11/2013

**PROJECT FUNDING PLAN**

- Changes are proposed to the project funding plan, see attached Project Programming Request Form (PPR)
- Implementing this corrective plan involves funds under CTC control. Check the following as appropriate.
  - STIP
  - TCRP
  - SHOPP
  - Other

# PROPOSITION 1B PROGRAMS QUARTERLY PROGRESS REPORT / CORRECTIVE ACTION PLAN

## PART 1: STATUS OR PROJECT - NARRATIVE

**QTR X, FY XX/YY (MON YR - MON YR)**

**PREPARED BY: SCOTT WERTH**

**QTR 4 (04-2008 TO 06-2008)**

**REPORT DATE: 07-08-2008**

**PROJECT INFORMATION**

Program	PPNO	EA	District	County	Route	Post Mile Back	Post Mile Ahead
Route 99 Projects	0259D	37150	3	Sac	99	35	36

**PROJECT TITLE**

SR 99/Elverta Road Interchange

**PROJECT DESCRIPTION**

Provide a description of major project elements (outputs) and benefits (outcomes).

The project will construct a new interchange to replace the existing at grade intersection in this location. The interchange will be constructed to its ultimate configuration including a standard L-9 two quadrant partial cloverleaf interchange with ramp meters and HOV by-pass lanes. The four lane overcrossing will have sufficient span to accommodate an eight lane mainline. The project also includes off-ramp terminus traffic signals. The project is needed to address operational deficiencies caused by the existing at-grade signalized intersection which currently operates at LOS D in the AM peak period. The replacement of the existing at-grade intersection with a full interchange will significantly improve congestion levels and safety on the Highway 99 mainline and on Elverta Rd.

**ACCOMPLISHMENTS THIS QUARTER**

Briefly discuss project accomplishments and/or provide a list of major activities or milestones achieved.

Submitted Draft Project Report (DPR) and Draft ED (DED) to Caltrans for circulation.  
DED CIR on schedule for 7/1/08.

**ONGOING ACTIVITIES**

Briefly discuss current or ongoing project activities.

Continue discussions with existing utilities.  
Address any questions/concerns regarding DED and DPR

**SIGNIFICANT ISSUES THIS QUARTER**

Identify and briefly discuss any potential risks and issues that may impact the implementation of the project. Group issues that may impact scope and benefits, cost, and schedule separately.

**None**

**QUARTERLY PROGRESS REPORT VARIANCES**

List and briefly discuss cost and schedule variances shown on the Quarterly Progress Report for each of the project's components.

**Local contribution for PA&ED Phase, as shown in the baseline agreement, to be revised from \$400,000 to \$1,000,000.**

## **PART 2: CORRECTIVE ACTION PLAN**

**QTR 4, FY 07/08 (04-08 – 06-08)**

### **PLAN DEVELOPMENT**

Briefly provide any background information that may be useful in understanding the root causes of the significant issues or variances. List corrective or preventative actions that have been initiated for this project in the past, whether any of the previous actions have been successful in re-aligning the project with the approved baseline, what new actions are planned to be taken, and the target dates for complete execution of these actions.

#### **Discussion:**

The baseline agreement for this project was established based on an 8 year old PSR. As the project has moved through the PA&ED phase it was discovered that additional engineering efforts were needed in support of the draft environmental document. The corrective plan is to increase the PA&ED budget by \$600,000 which will ensure completion of this phase by July 2009. This increase is in the local contribution only and does not affect other phases or state funding amounts.

	<b>Action</b>	<b>Initiation Date</b>	<b>Target Completion Date</b>
1	Adjust PA&ED budget to \$1 Million	7/8/2008	07/11/2008
2			

### **PLAN EXECUTION & MONITORING**

Discuss how to avoid or mitigate reoccurrence of these issues and variances in the future and briefly describe processes for managing risks and other activities that may impact execution of planned corrective and preventative actions.

#### **Discussion:**

With an increase to the PA&ED budget of \$600,000 delivery of the PA&ED phase by July 2009 is ensured. This increase is a local fund increase only and does not affect other phases of the project or the overall project delivery.

### **RECOMMENDED BASELINE CHANGES – LAST OPTION**

Identify and briefly describe any recommended adjustments to the project baseline in relation to scope, cost, or schedule (assuming all corrective and preventative actions to keep the project within the baseline have been exhausted and there are no other available options), and discuss any related impacts to the outputs and outcomes of the project. Identify and discuss impacts of schedule delays of any component on the delivery of the project, and identify commitments and funding sources for cost increases. Use "Attachment 1" to reflect recommended changes to the baseline.

#### **Scope:**

No Scope changes anticipated by this change.

#### **Cost:**

Local Contribution: Additional \$600,000

#### **Schedule:**

No schedule impacts anticipated by this change

#### **Benefits (Outputs and Outcomes):**

A revised budget will more accurately reflect costs to design and construct project.

**QUARTERLY PROGRESS REPORT / CORRECTIVE ACTION PLAN  
SIGNATURE PAGE**

**County: SAC**      **Route: 99**      **PPNO: 0259D**      **EA: 37150**  
**Project Title: SR 99 at Elverta Interchange**  
**QTR X, FY XX/YY (MON YR - MON YR) QTR 4 (04-2008 TO 06-2008)**

The Project Fact Sheet and Project Funding Sheet(s) from the Project Baseline Agreement were used to develop the attached corrective plan and, if applicable, the recommended baseline changes.

The corrective plan includes sufficient information to clearly explain the identified risks and impacts to the project scope, schedule, cost and benefit(s). The actions taken to address each project risk and impact and the recommended solution(s) are described in the corrective plan. Where a corrective plan indicates the need to adjust the baseline scope, schedule, cost or benefits, the project sponsor understands that the Commission may approve this plan, direct the sponsor to modify its plan, or take other appropriate action.

The corrective plan was prepared by the project team and is approved and transmitted by the project sponsor, implementing agency and Caltrans. The funding sources cited are committed and expected to be available; the estimated costs represent full project funding, and the description of scope and benefits is the best estimate possible.

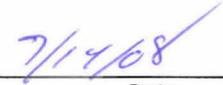
Attachments to this Corrective Action Plan include:

- Attachment 1
- Narrative
- Caltrans Program Change Request (PCR)
- Project Programming Request (PPR)
- Other \_\_\_\_\_

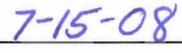
  
\_\_\_\_\_  
Project Sponsor  
Mike McKeever, Executive Director  
Sacramento Area Council of Governments

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Sacramento County, Department of Transportation  
Scott Werth, Senior Civil Engineer, Design Services

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Caltrans  
Jody Jones  
District 3 Director

  
\_\_\_\_\_  
Date

# CORRECTIVE ACTION PLAN

## ATTACHMENT 1

RECOMMENDED CORRECTIVE ACTIONS RELATED TO PROJECT BASELINE	
Lead Agency: SAC	Corrective Plan Date: 07-08-08
Baseline Amendment Requested (Yes or No): Yes	
Name & Title of Contact Person: Scott Werth	
Phone Number: 916-874-5259	Fax Number: 916-874-7831
Email Address: <a href="mailto:werths@saccounty.net">werths@saccounty.net</a>	
<b>Project Title:</b> SR 99 at Elverta Interchange	

### PROJECT INFORMATION

	PPNO	EA	District	County	Route	Post Mile Back	Post Mile Ahead
Baseline Agreement	0259D	37150	3	SAC	99	35	36
Corrective Plan	0259D	37150	3	SAC	99	35	36

### IMPLEMENTING AGENCY

	E&P (PA&ED)	PS&E	R/W	CON
Baseline Agreement	400	1800	3000	24400
Corrective Plan	1000	0	0	0

### PROJECT SCOPE

Baseline Location – Project Limits – Description and Scope of Work as set forth in Baseline Project Agreement (provide a project location map on a separate sheet and attach to this form).

The project will construct a new interchange to replace the existing at grade intersection in this location. The interchange will be constructed to its ultimate configuration including a standard L-9 two quadrant partial cloverleaf interchange with ramp meters and HOV by-pass lanes. The four lane overcrossing will have sufficient span to accommodate an eight lane mainline. The project also includes off-ramp terminus traffic signals.

Proposed Location – Project Limits – Description and Scope of Work (provide a project location map on a separate sheet and attach to this form). Explain & highlight all changes from the approved scope as set forth in the Baseline Project Agreement. Include the justification, significant benefits, added risks, impact to cost and schedule to be realized for the proposed change in scope. Attach additional sheets as necessary to support changes in scope including project splits and combines.

No change.

### MAJOR PROJECT BENEFITS

	Daily Vehicle Hours of Delay Saved	Daily Peak Duration Person- Minutes Saved	Other - Describe
Baseline Agreement	81	6420	
Corrective Plan	NA	NA	

### CORRIDOR SYSTEM MANAGEMENT PLAN

	Lead Agency	Plan Adoption Date	Plan Implementation Date
Baseline Agreement	Caltrans	Mar 2009	July 2010
Corrective Plan	NA	NA	NA

**ATTACHMENT 1 (CONT'D)**

**PROJECT SCHEDULE**

<b>Milestones</b>	<b>Approved Baseline Project Agreement (Month/Year)</b>	<b>Proposed Corrective Plan (Month/Year)</b>
Begin Environmental Phase (PAED)	07-2007	07-2007
Environmental Document Type	Mitigated Negative Declaration	Mitigated Negative Declaration
Draft Environmental Document Milestone	07-2008	07-2008
Draft Project Report Milestone	07-2008	07-2008
End Environmental Phase (PA&ED Milestone)	07-2009	07-2009
Begin Design Phase (PS&E)	07-2009	07-2009
End Design Phase (RTL)	12-2010	12-2010
Begin Right of Way	07-2009	07-2009
End Right of Way (R/W Cert)	12-2010	12-2010
Begin Construction Phase (Cont. Award)	05-2011	05-2011
End Construction Phase (Construction Contract Acceptance)	01-2013	01-2013
Begin Closeout Phase	03-2013	03-2013
End Closeout Phase (Closeout Report Milestone)	06-2013	06-2013

**PROJECT FUNDING PLAN**

- Changes are proposed to the project funding plan, see attached Project Programming Request Form (PPR)
- Implementing this corrective plan involves funds under CTC control. Check the following as appropriate.
- STIP
  - TCRP
  - SHOPP
  - Other

**PROJECT PROGRAMMING REQUEST**

DTP-0001 (REV. 3/08)

Date: 07/11/08

County	CT District	PPNO	TCRP Project No.	EA
SAC	3	0259D		37150
Project Title: SR 99/Elverta Rd. Interchange				

Existing Total Project Cost									Implementing Agency
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	
E&P (PA&ED)	400							400	Caltrans
PS&E			1,800					1,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W			3,000					3,000	
CON				24,400				24,400	
<b>TOTAL</b>	<b>400</b>		<b>4,800</b>	<b>24,400</b>				<b>29,600</b>	
Proposed Total Project Cost									
E&P (PA&ED)	400	600						1,000	
PS&E			1,800					1,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W			3,000					3,000	
CON				24,400				24,400	
<b>TOTAL</b>	<b>400</b>	<b>600</b>	<b>4,800</b>	<b>24,400</b>				<b>30,200</b>	

Fund No. 1:	State Bond - State Route 99 Corridor (BOND99)								Program Code
Existing Funding									20.XX.722.000
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				19,110				19,110	
<b>TOTAL</b>				<b>19,110</b>				<b>19,110</b>	
Proposed Funding									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				19,110				19,110	
<b>TOTAL</b>				<b>19,110</b>				<b>19,110</b>	

Fund No. 2:	Loc Funds - Local Measure (MEA)								Program Code
Existing Funding									LOCAL FUNDS
Component	Prior	08/09	09/10	10/11	11/12	12/13	13/14+	Total	Funding Agency
E&P (PA&ED)	400							400	Sacramento County
PS&E			1,800					1,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W			3,000					3,000	
CON				5,290				5,290	
<b>TOTAL</b>	<b>400</b>		<b>4,800</b>	<b>5,290</b>				<b>10,490</b>	
Proposed Funding									Notes
E&P (PA&ED)	400	600						1,000	
PS&E			1,800					1,800	
R/W SUP (CT)									
CON SUP (CT)									
R/W			3,000					3,000	
CON				5,290				5,290	
<b>TOTAL</b>	<b>400</b>	<b>600</b>	<b>4,800</b>	<b>5,290</b>				<b>11,090</b>	

# PROPOSITION 1B PROGRAMS QUARTERLY PROGRESS REPORT / CORRECTIVE ACTION PLAN

## PART 1: STATUS OR PROJECT - NARRATIVE

**QTR 4, FY 07/08 (4/2008 – 6/2008)**

**PREPARED BY:** JOY PINNE

**REPORT DATE:** AUGUST 6, 2008

**PROJECT INFORMATION**

Program	PPNO	EA	District	County	Route	Post Mile Back	Post Mile Ahead
SR 99 BOND	7668	3A100	10	SJ	99	15.0	18.6

**PROJECT TITLE**

SR-99 (SOUTH STOCKTON) WIDENING

**PROJECT DESCRIPTION**

Provide a description of major project elements (outputs) and benefits (outcomes).

The Project proposes to widen State Route (SR) 99 from 4 to 6 lanes and improve and/or reconstruct various interchanges. The proposed improvement involves widening SR 99 from 4 lanes to 6 lanes from 0.6 kilometers north of Arch Road to 0.2 kilometers south of SR 4 West, in Stockton, San Joaquin County. Project alternatives propose closing and rebuilding existing interchanges (IC) as well as rebuilding all bridges within the project limits. This could include a new frontage road system.

**ACCOMPLISHMENTS THIS QUARTER**

Briefly discuss project accomplishments and/or provide a list of major activities or milestones achieved.

Monday, March 17, 2008: started circulation of Draft Environmental Document  
 Wednesday, April, 16, 2008: Held Public Hearing Meeting at the San Joaquin County Fairgrounds  
 Thursday, May 1, 2008: End of comment period for Draft Environmental Document  
 Monday, May 12, 2008: PDT made a recommendation to the District Director on the Preferred Alternative

**ONGOING ACTIVITIES**

Briefly discuss current or ongoing project activities.

Updated R/W Data Sheet requested. July/August 2008 target completion.  
 Preparing responses to comments on the Draft Environmental Document  
 Finalizing Environmental Document and Project Report for early delivery in October 2008.

**SIGNIFICANT ISSUES THIS QUARTER**

Identify and briefly discuss any potential risks and issues that may impact the implementation of the project. Group issues that may impact scope and benefits, cost, and schedule separately.

None.

## QUARTERLY PROGRESS REPORT VARIANCES

List and briefly discuss cost and schedule variances shown on the Quarterly Progress Report for each of the project's components.

Negative variance in PA&ED **(\$2,602K)**.

The project was already in PAED (2004 STIP) prior to full funding with measure and bond funds in 2007. With full funding came a heightened community interest and some concerns which the team had to quickly address. The extra work we did coupled with salary increases have created the need for a corrective action plan (\$2.9 million).

Once the project was approved with full funding as part of the Prop 1B program, a higher level of expectations and scrutiny came from our local partners, public agencies, citizen groups, community, local elected officials and representatives, emergency responders, etc. This led to a more extensive public outreach (formal and informal meetings) for input and to address concerns. This resulted in a lot of positives for the project. We do not have any controversies left, and this extra work led to consensus on a preferred alternative. DED was achieved, and PA&ED is anticipated to be delivered ahead of the baseline schedule. This is significant because our PA&ED date would have been during the impending federal AQ conformity lapse, which could add 6-9 months to achieving that milestone.

To address the extensive outreach and issues, the Department was required to further study additional alternatives and refine designs of these alternatives as part of the environmental process. In addition to getting support from all local agencies and stakeholders for the project within a short time frame, the additional work also realized a significant reduction (50 parcels) in R/W needs. With the reduction by 50 parcels in our R/W needs and lower real estate prices, we expect some savings in R/W capital but cannot quantify that at this time.

Support costs that were programmed in the past did not account for the salary increase the Department has had for the past two years and accounts for a certain percentage of the cost increase on PAED.

## **PART 2: CORRECTIVE ACTION PLAN**

**QTR 4, FY 07/08 (4/2008 – 6/2008)**

### **PLAN DEVELOPMENT**

Briefly provide any background information that may be useful in understanding the root causes of the significant issues or variances. List corrective or preventative actions that have been initiated for this project in the past, whether any of the previous actions have been successful in re-aligning the project with the approved baseline, what new actions are planned to be taken, and the target dates for complete execution of these actions.

**Discussion:**

The option of using future savings to cover the expected PAED cost overrun is being considered. The concern is that we do not under fund that future component.

With refined design and preliminary engineering on alternatives, we anticipate support cost savings in PS&E; a significant reduction of about 50 RW parcels needed for the preferred alternative. Due to the refined preliminary engineering, along with a lower housing market, we estimate approx \$5-7 million in RW capital savings compared to the baseline commitment and thus, have a higher confidence level to meet or beat the RW Cert and RTL commitment.

An updated R/W Data Sheet has been requested to have a better understanding of how much capital will be needed based on the revised footprint and reduced number of parcels. The lower market value of homes may also have some impact. Once this is complete, the team can make an informed decision regarding the amount of funding available to be transferred to cover the PA&ED phase.

Noteworthy is that our entire support budget is less than 10% of project cost.

	<b>Action</b>	<b>Initiation Date</b>	<b>Target Completion Date</b>
1	Request Updated R/W Data Sheet	Week of 5/19/08	8/4/08
2			
3			
...			

### **PLAN EXECUTION & MONITORING**

Discuss how to avoid or mitigate reoccurrence of these issues and variances in the future and briefly describe processes for managing risks and other activities that may impact execution of planned corrective and preventative actions.

**Discussion:**

When the SR 99 Bond funding became available, this project was already in the PAED phase and the Bond Guidelines had yet to be developed/finalized. The team now has a better understanding of the expectations and is closely monitoring the expenditures vs. the programmed amounts and is committed to doing the necessary work within the approved baseline agreement.

**RECOMMENDED BASELINE CHANGES – LAST OPTION**

Identify and briefly describe any recommended adjustments to the project baseline in relation to scope, cost, or schedule (assuming all corrective and preventative actions to keep the project within the baseline have been exhausted and there are no other available options), and discuss any related impacts to the outputs and outcomes of the project. Identify and discuss impacts of schedule delays of any component on the delivery of the project, and identify commitments and funding sources for cost increases. Use "Attachment 1" to reflect recommended changes to the baseline.

**Scope:**

N/A

**Cost:**

N/A

**Schedule:**

N/A

**Benefits (Outputs and Outcomes):**

N/A

**QUARTERLY PROGRESS REPORT / CORRECTIVE ACTION PLAN  
SIGNATURE PAGE**

**County:** SJ      **Route:** 99      **PPNO:** 7668      **EA:** 3A100  
**Project Title:** SR-99 (SOUTH STOCKTON) WIDENING  
**QTR 4, FY 07/08 (4/2008 - 6/2008)**

The Project Fact Sheet and Project Funding Sheet(s) from the Project Baseline Agreement were used to develop the attached corrective plan and, if applicable, the recommended baseline changes.

The corrective plan includes sufficient information to clearly explain the identified risks and impacts to the project scope, schedule, cost and benefit(s). The actions taken to address each project risk and impact and the recommended solution(s) are described in the corrective plan. Where a corrective plan indicates the need to adjust the baseline scope, schedule, cost or benefits, the project sponsor understands that the Commission may approve this plan, direct the sponsor to modify its plan, or take other appropriate action.

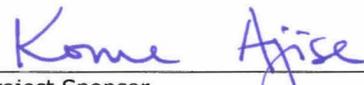
The corrective plan was prepared by the project team and is approved and transmitted by the project sponsor, implementing agency and Caltrans. The funding sources cited are committed and expected to be available; the estimated costs represent full project funding, and the description of scope and benefits is the best estimate possible.

Attachments to this Corrective Action Plan include:

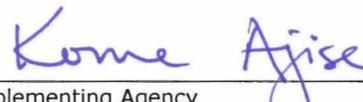
- Attachment 1
- Narrative
- Caltrans Program Change Request (PCR)
- Project Programming Request (PPR)
- Other \_\_\_\_\_

  
\_\_\_\_\_  
Project Sponsor  
Andrew Chesley, Executive Director  
San Joaquin Council of Governments

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Project Sponsor  
Kome Ajise, District 10 Director  
California Department of Transportation

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Implementing Agency  
Kome Ajise, District 10 Director  
California Department of Transportation

  
\_\_\_\_\_  
Date

\_\_\_\_\_  
Caltrans  
Will Kempton, Director

\_\_\_\_\_  
Date

# CORRECTIVE ACTION PLAN

## ATTACHMENT 1

RECOMMENDED CORRECTIVE ACTIONS RELATED TO PROJECT BASELINE	
Lead Agency: CALTRANS	Corrective Plan Date: 7/15/2008
Baseline Amendment Requested (Yes or No):	
Name & Title of Contact Person: JOY PINNE	
Phone Number: (209) 948-7854	Fax Number: (209) 948-7666
Email Address: Joy_Pinne@dot.ca.gov	
<b>Project Title:</b> SR-99 (SOUTH STOCKTON) WIDENING	

### PROJECT INFORMATION

	PPNO	EA	District	County	Route	Post Mile Back	Post Mile Ahead
Baseline Agreement	7668	3A100	10	SJ	99	15.0	18.6
Corrective Plan	7668	3A100	10	SJ	99	15.0	18.6

### IMPLEMENTING AGENCY

	E&P (PA&ED)	PS&E	R/W	CON
Baseline Agreement	CALTRANS	CALTRANS	CALTRANS	CALTRANS
Corrective Plan	CALTRANS	CALTRANS	CALTRANS	CALTRANS

### PROJECT SCOPE

Baseline Location – Project Limits – Description and Scope of Work as set forth in Baseline Project Agreement (provide a project location map on a separate sheet and attach to this form).

The Project proposes to widen State Route (SR) 99 from 4 to 6 lanes and improve and/or reconstruct various interchanges. The proposed improvement involves widening SR 99 from 4 lanes to 6 lanes from 0.6 kilometers north of Arch Road to 0.2 kilometers south of SR 4 West, in Stockton, San Joaquin County. Project alternatives propose closing and rebuilding existing interchanges (IC) as well as rebuilding all bridges within the project limits. This could include a new frontage road system.

Proposed Location – Project Limits – Description and Scope of Work (provide a project location map on a separate sheet and attach to this form). Explain & highlight all changes from the approved scope as set forth in the Baseline Project Agreement. Include the justification, significant benefits, added risks, impact to cost and schedule to be realized for the proposed change in scope. Attach additional sheets as necessary to support changes in scope including project splits and combines.

### MAJOR PROJECT BENEFITS

	Daily Vehicle Hours of Delay Saved	Daily Peak Duration Person- Minutes Saved	Other - Describe
Baseline Agreement	4,722	5.5 (Ind);376,053 (Cum)	N/A
Corrective Plan	4,722	5.5 (Ind);376,053 (Cum)	N/A

### CORRIDOR SYSTEM MANAGEMENT PLAN

	Lead Agency	Plan Adoption Date	Plan Implementation Date
Baseline Agreement	CALTRANS	10/2008	2/2009
Corrective Plan	CALTRANS	10/2008	2/2009

**ATTACHMENT 1 (CONT'D)**

**PROJECT SCHEDULE**

<b>Milestones</b>	<b>Approved Baseline Project Agreement (Month/Year)</b>	<b>Proposed Corrective Plan (Month/Year)</b>
Begin Environmental Phase (PAED)	4/2006	
Environmental Document Type	EIR/FONSI	
Draft Environmental Document Milestone	12/2007	
Draft Project Report Milestone	10/2007	
End Environmental Phase (PA&ED Milestone)	12/2008	
Begin Design Phase (PS&E)	12/2008	
End Design Phase (RTL)	2/2012	
Begin Right of Way	1/2009	
End Right of Way (R/W Cert)	1/2012	
Begin Construction Phase (Cont. Award)	6/2012	
End Construction Phase (Construction Contract Acceptance)	6/2015	
Begin Closeout Phase	1/2017	
End Closeout Phase (Closeout Report Milestone)	2/2017	

**PROJECT FUNDING PLAN**

- Changes are proposed to the project funding plan, see attached Project Programming Request Form (PPR)
- Implementing this corrective plan involves funds under CTC control. Check the following as appropriate.
  - STIP
  - TCRP
  - SHOPP
  - Other

County	Caltrans District	PPNO	EA	Region/MPO/ TIP ID*	Route / Corridor *	Post Mile Back *	Post Mile Ahead *
SAN JOAQUIN	10	7668	3A100		99	15.0	18.6

