ESTIMATED TIMED AGENDA

CALIFORNIA TRANSPORTATION COMMISSION
http://www.catc.ca.gov

December 14-15 2011
Riverside, California

Wednesday, December 14, 2011

1:00 p.m. **Commission Meeting**
Riverside County Administration Center
4080 Lemon Street
Supervisors' Chambers
Riverside, CA

5:30 p.m. **Reception with Monday the Morning Group, Mobility 21, Greater Riverside Chambers of Commerce and Inland Action**
Mission Inn
Spanish Art Gallery
3649 Mission Inn Avenue
Riverside, CA
Register online: http://CTCRV.eventbrite.com

7:00 p.m. **Commissioners' Dinner**
Duane's Restaurant
3649 Mission Inn Avenue
Riverside, CA

Thursday, December 15, 2011

9:00 a.m. **Commission Meeting**
Riverside County Administration Center
4080 Lemon Street
Supervisors' Chambers
Riverside, CA

NOTICE: Times identified on the following agenda are estimates only. The Commission has the discretion to take up agenda items out of sequence and on either day of the two-day Commission meeting, except for those agenda items bearing the notation "TIMED ITEM." TIMED ITEMS may not be heard prior to the Time scheduled but may be heard at, or anytime after, the Time scheduled. The Commission may adjourn earlier than estimated on either day.

A copy of this meeting notice and agenda will be posted 10 days prior to the meeting and related book items will be posted 5 days prior to the meeting on the California Transportation Commission Website: www.catc.ca.gov

Questions or inquiries about this meeting may be directed to the Commission staff at (916) 654-4245, 1120 N Street (MS-52), Sacramento, CA 95814. If any special accommodations are needed for persons with disabilities, please contact Sarah Skallet at (916) 654-4245. Requests for special accommodations should be made as soon as possible but at least five days prior to the scheduled meeting.

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

NEXT REGULARLY SCHEDULED CTC MEETING (Subject to Change):
CTC Meeting – January 25-26, 2012 in Sacramento, California

Tab # / Time	Item Description	Ref. #	Presenter	Status*

* "A" denotes an "Action" item; "I" denotes an "Information" item; "B" denotes a Business, Transportation and Housing (BTH) Agency item; "C" denotes a "Commission" item; "D" denotes a "Department" item; and "R" denotes a Regional Agency item.

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

Wednesday, December 14, 2011

1:00 p.m. **Commission Meeting**
Riverside County Administration Center
4080 Lemon Street
Supervisors' Chambers
Riverside, CA

1:00 pm	**GENERAL BUSINESS**				
1	Roll Call	1.1	Dario Frommer	**I**	**C**
	Resolutions of Necessity – Appearances				
2 **8 Ayes**	Resolution of Necessity – Appearance -- Carinalli Liquidating Trust, et al. 04-Son-101-PM 24.7 Resolution C-20688	2.4a.	Stephen Maller Brent Green	**A**	**D**
	GENERAL BUSINESS				
3	Approval of Minutes for October 26-27, 2011	1.2	Dario Frommer	**A**	**C**
4	Executive Director's Report	1.3	Bimla Rhinehart	**A**	**C**
5	Commission Reports	1.4	Dario Frommer	**A**	**C**
6	Commissioners' Meetings for Compensation	1.5	Dario Frommer	**A**	**C**
	BUSINESS, TRANSPORTATION & HOUSING AGENCY REPORT				
7	Report by Agency Secretary and/or Deputy Secretary	1.6	Traci Stevens	**I**	**B**
	CALTRANS REPORT				
8	Report by Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	**I**	**D**
	LOCAL REPORTS				
9	Welcoming Remarks	1.12	Anne Mayer Ty Schuler	**I**	**R/D**
10	Report by Regional Agencies Moderator	1.8	Jose Nuncio	**I**	**R**
11	Report by Rural Counties Task Force Chair	1.9	Lisa Davey-Bates	**I**	**R**
12	Report by Self-Help Counties Coalition Chair	1.10	Anne Mayer	**I**	**R**
	FEDERAL HIGHWAY ADMINISTRATION (FHWA) REPORT				
13	Report by FHWA Division Administrator	1.11	Vincent Mammano	**I**	**R**
	POLICY MATTERS				
14	Budget and Allocation Capacity Update	4.2	Mitchell Weiss Steven Keck	**I**	**D**
15	Update on Projects Delivered But Not Yet Allocated	4.10	Laura Janssen Rachel Falsetti	**A**	**D**
16	Statewide Transportation Needs Assessment Report	4.11	Gary Gallegos	**I**	**R**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
17	Update on I-5 Carpool Lane and Freeway Widening Project – Orange County Line to I-605	4.4	Mike Miles	A	D
18	Devil's Slide Project Update	4.13	Stephen Maller Bijan Sartipi	I	D
	PROGRAM STATUS				
19	Status Update on Corridor Mobility Improvement Account (CMIA) Projects	3.17	Maura Twomey Rachel Falsetti	I	D/R
20	Status Update on State Route 99 (SR 99) Projects	3.19	Maura Twomey Rachel Falsetti	I	D
21	Proposition 1B – Quarterly Reports -- Corridor Mobility Improvement Account *(3.12a.)* -- Route 99 Corridor *(3.12b.)* -- Local Bridge Seismic Retrofit Program *(3.12c.)* -- State-Local Partnership Program *(3.12d.)* -- Traffic Light Synchronization Program *(3.12e.)* -- Highway-Railroad Crossing Safety Account *(3.12f.)* -- Intercity Rail Improvement Program *(3.12g.)* -- Trade Corridors Improvement Fund *(3.12h.)*	3.12	Maura Twomey Rachel Falsetti	I	D
22	2011 Third Quarter Bay Area Toll Bridge Progress and Financial Update	3.6	Stephen Maller	I	C
23	FY 2011-12 First Quarter Project Delivery Report	3.9	Maura Twomey Karla Sutliff	I	D
	INFORMATION CALENDAR		Stephen Maller		
24 IC	**Informational Reports on Allocations Under Delegated Authority** -- Emergency G-11 Allocations *(2.5f. (1))*: $12,955,000 for 10 projects. -- SHOPP Safety G-03-10 Allocations *(2.5f. (3))*: $5,043,000 for two projects. -- Minor G-05-05 Allocations *(2.5f. (4))*: $3,707,000 for five District minor projects.	2.5f.		I	D
25 IC	Monthly Report on Projects Amended into the SHOPP by Department Action	3.1		I	D
26 IC	Monthly Status of Construction Contract Award for State Highway Projects, per Resolution G-06-08	3.2a		I	D
27 IC	Monthly Status of Construction Contract Award for Local Assistance STIP Projects Resolution G-06-08	3.2b		I	D
28 IC	Update on Implementation of the Recovery Act of 2009	3.3		I	D
29 IC	Monthly Report on Local and Regional Agency Notices of Intent to Expend Funds on Programmed STIP Projects Prior to Commission Allocation per SB 184	3.4		I	C
30 IC	2011 Third Quarter Non-Toll Bridge Seismic Safety Retrofit Report	3.5		I	D
31 IC	FY 2011-12 First Quarter Rail Operations Report	3.7		I	D
32 IC	FY 2011-12 First Quarter Finance Report	3.8		I	D
33 IC	Quarterly Report – Excess Land Sales Report	3.10		I	D
34 IC	Quarterly Report – Balance Report on AB 1012 "Use It or Lose It" Provision for FFY 2009 Unobligated CMAQ and RSTP Funds	3.13		I	D
35 IC	Quarterly Report - Local Assistance Lump Sum Allocation for Federal FY 2011	3.14		I	D
36 IC	Notification of AB 1012 "Use It or Lose It" Provision for FFY 2010 Unobligated CMAQ and RSTP Funds	3.15		I	D
37 IC	Final Support Expenditures for STIP	3.18		I	D

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
38 IC	State and Federal Legislative Matters	4.1		**I**	**C**
39 IC	Report on Investment to State Highway System by Outside Funding Sources	4.8		**I**	**D**
	CONSENT CALENDAR		Stephen Maller		
40 CC	Approval of Project for Future Consideration of Funding: 04 – Alameda County Construct a Class I multi-use trail in the city of Berkeley. (MND) (STIP TE) (PPNO 04-2100G) Resolution E-11-88	2.2c.(1)		**A**	**C**
41 CC	Approval of Project for Future Consideration of Funding: 01 – Humboldt County Widen shoulders and improve a segment of Central Avenue in the unincorporated town of McKinleyville. (MND) (STIP) (PPNO 2099) Resolution E-11-90	2.2c.(3)		**A**	**C**
42 CC	Approval of Project for Future Consideration of Funding: 06 – Kings County Widen an existing two-lane road to a four-lane arterial street in the city of Hanford. (ND) (SLPP) Resolution E-11-91 *(Related Item under Tab 97.)*	2.2c.(4)		**A**	**C**
43 CC	Approval of Project for Future Consideration of Funding: 08 – San Bernardino County Construct turn lanes, center median, and improvements to a segment of Foothill Boulevard in the city of Upland. (ND) (SLPP) Resolution E-11-94	2.2c.(7)		**A**	**C**
44 CC	Approval of Six Projects for Future Consideration of Funding and One Project for Consideration of New Public Road Connection: 01-HUM-299, PM 20.2/20.5 Green Point Sink Slope Stabilization Project (MND) (PPNO 2274) (SHOPP) Resolution E-11-80 01-MEN-128, PM 34.5/35.5 Smoot Sink Storm Damage Repair Project. (MND) (PPNO 4463) (SHOPP) Resolution E-11-81 03-SUT-20, PM 12.6/13.6 Western Parkway- State Route 20 Improvement Project (MND) (EA 3E2100) (Local) Resolution E-11-82 *(Related Item under Tab 45.)* 04-NAP-121, PM 20.2/20.4 Capell Creek Bridge Replacement Project. (MND) (PPNO 0384G) (SHOPP) Resolution E-11-83 05-SLO-101, PM 25.5/26.3 Los Osos Valley Road/US 101 Interchange Improvement Project (MND) (PPNO 7300) (STIP) Resolution E-11-84 *(Continued on next page)*	2.2c.(8)		**A**	**D**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
44 CC (continued)	*(Continued from previous page)* 05-SLO-101, PM 36.0/37.5 Tassajara Median Barrier Project (MND) (PPNO 1994) (SHOPP) Resolution E-11-85 08-SBD-15, PM 6.3/7.1 Interstate 15/ Baseline Road Interchange Improvement Project (MND) (PPNO 0168J) (SLPP) Resolution E-11-86	2.2c.(8) (cont.)			
45 CC	-- A New Public Road Connection to State Route 20 at Western Parkway in the city of Yuba City. 03-SUT-20 PM 13.1 Resolution S - 750 *(Related Item under Tab 44.)*	2.3b.		**A**	**D**
46 CC	Ten Relinquishment Resolutions -- 04-SCl-82-PM 0.0/0.9, Right of way on Route 82, from Route 880 to Blossom Hill Road, in the city of San Jose. Resolution R-3814 -- 04-SCl-130-PM 0.0/2.3, Right of way on Route 130, from Route 101 to Millar Avenue, in the city of San Jose. Resolution R-3815 -- 04-CC-580-PM R2.9, Right of way along Route 580, on Marina Bay Parkway from Meeker Avenue to Pierson Avenue, in the city of Richmond. Resolution R-3816 -- 07-LA-39-PM 13.1/13.2, Right of way on Route 39, from Arrow Highway to 330 feet north, in the city of Azusa. Resolution R-3817 -- 10-Mer-99-PM 23.81/26.47, Right of way along Route 99, from the Atwater city limits to 0.3 mile northwesterly of Cressy Way, in the county of Merced. Resolution R-3818 -- 10-Mer-99-PM 23.81, Right of way along Route 99, on Olive Avenue from the westerly Atwater city limits to 0.05 mile easterly, in the city of Atwater. Resolution R-3819 -- 10-SJ-99-PM 22.9, Right of way along Route 99, on East Hammer Lane west of Moreland Street, in the city of Stockton. Resolution R-3820 -- 10-Sta-219-PM 0.23/1.85, Right of way along Route 219, from Kiernan Court to Dale Road, in the county of Stanislaus. Resolution R-3821 *(Continued on next page)*	2.3c.		**A**	**D**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
46 CC (continued)	*(Continued from previous page)* -- 11-Imp-78-PM 15.0/15.7, 11-Imp-111-PM 20.5/22.2, Right of way along Route 78 from Best Road to easterly of realigned Route 78, and along Route 111 from Mead Road to Route 78, in the county of Imperial. Resolution R-3822 -- 11-Imp-78-PM 15.0, 11-Imp-111-PM 21.0/22.2, Right of way along Route 78 at Best Road and along Route 111 from the south Brawley city limits to Route 78, in the city of Brawley. Resolution R-3823	2.3c. (cont.)			
47 CC **8 Ayes**	30 Resolutions of Necessity Resolutions C-20658 through C-20687	2.4b.		**A**	**D**
48 CC	Director's Deeds Items 1 through 16 Excess Lands - Return to State: $1,940,600 Return to Others: $0	2.4d.		**A**	**D**
49 CC	Financial Allocation Amendment: Reduce the original CMIA allocation for Environmental by $300,000 for the White Rock Road project (PPNO 3161) in Sacramento County, from $1,500,000 to $1,200,000. Resolution CMIA-AA-1112-010, Amending Resolution CMIA-A-0708-003	2.5g.(1e)		**A**	**D**
50 CC	Financial Allocation Amendment: Reduce the original CMIA capital allocation of $19,300,000 for the State Route 4 East Widening – Segment 2 (from Contra Loma to Lone Tree) project (PPNO 0192H) by $8,529,000 to $10,771,000, to reflect contract award savings. Resolution CMIA-AA-1112-011, Amending Resolution CMIA-A-1112-006 Resolution SLP1B-AA-1112-04, Amending Resolution SLP1B-A-1112-02 *(Related Item under Tab 69.)*	2.5g.(1f)		**A**	**D**
51 CC	Financial Allocation: $5,151,256 for Proposition 1B Local Bridge Seismic Retrofit Program Lump Sum for Federal FY 2011-12. Resolution LSB1B-A-1112-01	2.5g.(4)		**A**	**D**
52 CC	Financial Allocation Amendment: Reduce the original TLSP allocation of $3,506,000 for nine projects, approved August 27, 2008, by $175,726, to $3,330,274, to reflect award savings. Resolution TLS1B-AA-1112-001, Amending Resolution TLS1B-A-0809-001	2.5g.(7a)		**A**	**D**
53 CC	Financial Allocation Amendment: Reduce the original TLSP allocation of $10,920,000 for five projects, approved September 24, 2008, by $266,460 to $10,653,540, to reflect award savings. Resolution TLS1B-AA-1112-002, Amending Resolution TLS1B-A-0809-002	2.5g.(7b)		**A**	**D**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
54 CC	Financial Allocation Amendment: Reduce the original TLSP allocation of $26,631,000 for 11 projects, approved October 29, 2008, by $399,324, to $26,231,676, to reflect award savings. Resolution TLS1B-AA-1112-003, Amending Resolution TLS1B-A-0809-003	2.5g.(7c)		**A**	**D**
55 CC	Financial Allocation Amendment: Reduce the original TLSP allocation of $5,605,000 for four projects, approved December 10, 2008, by $154,921, to $5,450,079, to reflect award savings. Resolution TLS1B-AA-1112-004, Amending Resolution TLS1B-A-0809-004	2.5g.(7d)		**A**	**D**
56 CC	Financial Allocation Amendment: Reduce the original TLSP allocation of $16,225,000, for ten projects approved May 14, 2009, by $439,104, to $15,785,896, to reflect award savings. Resolution TLS1B-AA-1112-005, Amending Resolution TLS1B-A-0809-006	2.5g.(7e)		**A**	**D**
57 CC	Financial Allocation Amendment: Reduce the amended TLSP allocation of $19,481,000, for eight projects, approved January 13, 2010, by $646,616, to $18,834,384, to reflect award savings. Resolution TLS1B-AA-1112-006, Amending Resolutions TLS1B-A-1011-002 and TLS1B-A-0910-001	2.5g.(7f)		**A**	**D**
58 CC	Financial Allocation Amendment: Reduce original TLSP allocation of $52,711,600, for six projects, approved January 19, 2011, by $2,681,595, to $50,030,005, to reflect award savings. Resolution TLSP-AA-1112-008, Amending Resolution TLS1B-A-1011-001	2.5g.(7h)		**A**	**D**
59 CC	Technical Correction to Resolution FP-10-34, originally approved June 23, 2011, for $55,500,000 for the I-10/605 Interchange Improvement Design-Build procurement method project programmed in the 2010 SHOPP and a four-month extension for Design-Build Authorization. A technical correction is needed to add "Waiver DB-11-01" to the book item and attachment for the four-month extension.	2.9a.		**A**	**D**
60 CC	Technical Correction to Resolution SLP1B-AA-1112-02, originally approved September 15, 2011, to amend Resolution SLP1B-A-0910-04 to de-allocate $173,000 in Proposition 1B SLPP funds from the Road 200 Reconstruction and Widening Phase 2A project in Madera County to reflect contract award savings. A technical correction is need to revise the Budget Year from 2009-10 to 2008-09 in the book item attachment.	2.9b.		**A**	**D**
	Environmental Matters – Approval of Projects for Future Consideration of Funding, Route Adoption or New Public Road Connection (Final Negative Declaration or EIR)				
61	Approval of Project for Future Consideration of Funding: 04 – Contra Costa County Convert a two-lane expressway to a four-lane freeway and construct a new interchange in the cities of Antioch and Brentwood. (FEIR) (CMIA) Resolution E-11-89 *(Related Items under Tabs 50 & 69.)*	2.2c.(2)	Kandra Hester-Del Bianco	**A**	**C**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
62	Approval of Project for Future Consideration of Funding: 07 – Los Angeles County Construct an 8.5 mile Light Rail Line that will connect the Metro Green Line and the Expo Line in the city of Los Angeles. (FEIR) (PTMISEA) (STIP) (PPNO 4027) Resolution E-11-92	2.2c.(5)	Kandra Hester-Del Bianco	**A**	**C**
63	Approval of Project for Future Consideration of Funding: 03 – Sacramento County Improve Auburn Boulevard from Sylvan Road to Antelope Road in the city of Citrus Heights. (FEIR) (STIP TE) (PPNO 3188) Resolution E-11-93	2.2c.(6)	Kandra Hester-Del Bianco	**A**	**C**
64	Approval of Project for Future Consideration of Funding: 11-SD-805, PM 4.4/15.8 Interstate 805 Managed Lanes South Project (FEIR) (PPNO 0730A/EA 2T180X) (PPNO 0730B/EA 2T181) (EA 2T182) (EA 2T183) (Various) (CMIA) Resolution E-11-87 *(Related Item under Tab 90.)*	2.2c.(9)	Kandra Hester-DelBianco Jay Norvell	**A**	**D**
	POLICY MATTERS				
65	Proposition 1B State-Local Partnership Formula Programs, New Programming and Amendments Resolution SLP1B-P-1112-05	4.3	Laurel Janssen	**A**	**C**
66	Corridor Mobility Improvement Account Project Baseline Agreement -- Capitol Expressway - Yerba Buena Interchange (SCL 101) Resolution CMIA-P-1112-07B	4.12	Maura Twomey	**A**	**C**
67	Corridor Mobility Improvement Account Project Baseline Agreement Amendments -- Highway 50 HOV Lanes - El Dorado Hills Blvd to Bass Lake Road -- SR 4 East Widening Corridor/SR 4 Bypass Conversion Resolution CMIA-P-1112-06B	4.5	Maura Twomey	**A**	**C**
68	LACMTA Request to Retain Proceeds from Long-Term Ground Lease of Taylor Yard Rail Property in Los Angeles Resolution G-11-12, Amending Resolution PRB-91-4 and Fund Transfer Agreement (FTA) 75P830	4.7	Stephen Maller	**A**	**C**
	Proposition 1B CMIA Project Amendments for Action				
69	The Department and the Contra Costa Transportation Authority propose to amend the CMIA baseline agreement for the State Route 4 East Widening Corridor to add scope of the SR4 Bypass Conversion project (PPNO 0192N) as approved under Resolution CMIA-P-1011-07 in June 2011, and update the project funding plan. Resolution CMIA-PA-1112-019 *(Related Item under Tabs 44 & 50.)*	2.1c.(1b)	Maura Twomey Rachel Falsetti	**A**	**D**
70	The Department and the Stanislaus Council of Governments propose to amend the CMIA baseline agreement for the SR 219 Widening Phase 2 project (PPNO 9940C) to revise the project schedule and funding plan. Resolution CMIA-PA-1112-017	2.1c.(1c)	Maura Twomey Rachel Falsetti	**A**	**D**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Proposition 1B Route 99 Project Amendments for Action				
71	The Department and the Merced County Association of Governments propose to amend the SR 99 Corridor Bond Program baseline agreement for the Arboleda Road Freeway project (PPNO 5414) to revise the project schedule and funding plan. Resolution R99-PA-1112-017	2.1c.(2)	Maura Twomey Rachel Falsetti	**A**	**D**
	Proposition 1B TCIF Project Amendments for Action				
72	The Department and San Diego Association of Governments propose to amend the TCIF baseline agreement and the 2010 STIP for the Route 11 and Otay Mesa Point of Entry (POE) project (PPNO 0999) in the city of San Diego, in the community of Otay Mesa East, to program $45,500,000 of SAFETEA-LU Border Infrastructure Program funds and to split the project into three separate segments for staged construction. STIP Amendment 10S-065 Resolution TCIF-P-1112-013	2.1b / 2.1c.(5)	Maura Twomey Rachel Falsetti	**I**	**D**
	Proposition 1B TLSP Project Amendments for Action				
73	The City of San Jose proposes to amend the TLSP baseline agreement for the TLSP project to update the project scope and schedule. Resolution TLSP-PA-1112-03	2.1c.(6)	Teresa Favila Robert Copp	**A**	**D**
	Proposition 116 Rail Program Project Amendments for Action				
74	Proposition 116 Project Application Amendment for the Initial Operating Segment (IOS) of the Sonoma-Marin Area Rail Transit (SMART) District Commuter Rail and Pathway project – PUC Section 99639(a). Resolution PA-11-02, Amending PA-09-03 *(Related Items under Tabs 99 & 100.)*	2.1d.	Juan Guzman	**A**	**C**
5:00 pm	**Adjourn**				

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Thursday, December 15, 2011

9:00 a.m. **Commission Meeting**
Riverside County Administration Center
4080 Lemon Street
Supervisors' Chambers
Riverside, CA

9:00am	**GENERAL BUSINESS**				
	Roll Call	1.1	Dario Frommer	**I**	**C**
	POLICY MATTERS				
75	AB 1467 HOT Lanes Southern Hearing – Bay Area Express Lanes Project	4.6	Maura Twomey	I	C
76	2012 STIP State Highway System Needs	4.9	Mitchell Weiss Bruce de Terra	**I**	**D**
	Request to Extend Design Build Authority				
77	Request to extend Design Build authority for the Interstate 15/Interstate 215 Devore Interchange Improvement Project in San Bernardino County (EA 08-0K7100), per Resolution G-10-15. Waiver DB-11-02	2.8f.	Stephen Maller Rachel Falsetti	**A**	**D**
	PROGRAM STATUS				
78	Proposition 116 Status Report	3.16	Juan Guzman	**I**	**C**
79	2011 Annual Real Property Services Report	3.11	Stephen Maller Brent Green	**I**	**D**
	Airspace Leases				
80	Sacramento Municipal Utilities District Withdrawal of Solar Lease Proposal with California Department of Transportation	2.4c.	Stephen Maller Brent Green	**I**	**D**
	Financial Allocations for Supplemental Funds				
81	Financial Allocation: $80,000 in supplemental funds for one SHOPP Safety Improvements (PPNO 3049) project in Lake County to close out the construction contract. The current allocation is $1,193,000. This request for $80,000 results in an increase of 6.7 percent over the current allocation. Resolution FA-11-08	2.5e.(1)	Mitchell Weiss Charlie Fielder	**A**	**D**
82	Financial Allocation: $292,000 in supplemental funds for one SHOPP Bridge Preventative Maintenance (PPNO 1015) project in San Diego County to award the contract. The current SHOPP allocation is $590,000. This request for $292,000 results in an increase of 49.5 percent over the original allocation. Resolution FA-11-09	2.5e.(2)	Mitchell Weiss Laurie Berman	**A**	**D**
83	Financial Allocation: $546,000 in supplemental funds for one SHOPP Bridge Rehabilitation (PPNO 3922) project in Los Angeles County to award the contract. The current SHOPP allocation is $1,800,000. This request for $546,000 results in an increase of 30.3 percent over the original allocation. Resolution FA-11-10	2.5e.(3)	Mitchell Weiss Mike Miles	**A**	**D**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
84	Financial Allocation: $5,000,000 in supplemental funds for the Route 91 Widening – Route 55 to Weir Canyon Road (PPNO 4598A) in Orange County to complete construction of the project. The current STIP RIP allocation is $38,409,000; there is no change to the allocation of $17,937,000 in CMIA. This request for an additional $5,000,000 STIP RIP results in an increase of 8.9 percent over the original allocation. Resolution FA-11-11	2.5e.(4)	Maura Twomey Cindy Quon	**A**	**D**
	Financial Allocations for District Projects				
85	Financial Allocation: $297,000 for one District Minor project in Riverside County. Resolution FP-11-21	2.5a.	Juan Guzman Rachel Falsetti	**A**	**D**
	Financial Allocations for SHOPP Projects				
86	Financial Allocation: $19,994,000 for seven SHOPP projects, as follows: --$19,064,000 for six SHOPP projects. --$930,000 for one project amended into the SHOPP by Departmental action. Resolution FP-11-22	2.5b.(1)	Juan Guzman Rachel Falsetti	**A**	**D**
	Financial Allocations for STIP Projects				
87	Financial Allocations: $5,623,000 for 17 locally administered STIP projects off the State Highway System, as follows: -- $ 421,000 for two STIP project -- $4,444,000 for 11 STIP Transportation Enhancement projects. -- $ 758,000 for four Planning, Programming, and Monitoring projects. Contributions from other sources: $10,706,000 Resolution FP-11-23	2.5c.(3)	Mitchell Weiss Rachel Falsetti	**A**	**D**
88	Financial Allocation: $494,000 for the locally administered Edison Right of Way Bike Path (PPNO 2135V) STIP TE project in Orange County, programmed in FY 2011-12 and FY 2012-13, off the State Highway System. Contributions from other sources: $504,864. Resolution FP-11-24	2.5c.(5)	Mitchell Weiss Rachel Falsetti	**A**	**D**
	Financial Allocations for Environmental Enhancement and Mitigation Program Projects				
89	Financial Allocations: $245,000 for the Environmental Enhancement and Mitigation Program Stevens Creek Corridor Park and Restoration Project in Santa Clara County. Contributions from other sources: $2,450,000. Resolution FP-11-25	2.5c.(7)	Juan Guzman Denix Anbiah	**A**	**D**
	Financial Allocations for Proposition 1B CMIA Projects				
90	Financial Allocation: $78,147,000 for two State administered CMIA projects on the State Highway System. Contributions from local sources: $18,800,000. Resolution CMIA-A-1112-016 *(Related Item under Tab 64.)*	2.5g.(1a)	Maura Twomey Rachel Falsetti	**A**	**D**
91	Financial Allocation: $23,760,000 for the State administered State Route 219 Widening- Phase 2 (PPNO 9940C) CMIA/STIP project in Stanislaus County, on the State Highway System. Contributions from other sources: $4,480,000 Resolution CMIA-A-1112-019 Resolution FP-11-26	2.5g.(1b)	Maura Twomey Rachel Falsetti	**A**	**D**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
92	Financial Allocation: $9,500,000 for the locally administered US 50 HOV Lanes Phase 2A Segment 1 (PPNO 3283B) CMIA project in El Dorado County, on the State Highway System. Contributions from local sources: $10,600,000. Resolution CMIA-A-1112-017	2.5g.(1c)	Maura Twomey Rachel Falsetti	**A**	**D**
	Financial Allocations for Proposition 1B RTE 99 Projects				
93	Financial Allocation: $189,500,000 for three State administered State Route 99 projects on the State Highway System. Resolution R99-A-1112-003	2.5g.(2a)	Maura Twomey Rachel Falsetti	**A**	**D**
	Financial Allocation Amendment for Proposition 1B RTE 99 Projects				
94	Financial Allocation Amendment: Revise the original SR 99 Corridor Bond Program phase allocations for the North Fresno 6-Lane Project (PPNO 6274A) by allocating $500,000 for the environmental phase and $1,500,000 for the design phase. Resolution R99-AA-1112-001, Amending Resolutions R99-AA-1011-008 and R99-A-0910-002	2.5g.(2b)	Maura Twomey Rachel Falsetti	**A**	**D**
	Financial Allocations for Proposition 1B TLSP Projects				
95	Financial Allocation Amendment: Amend Resolution TLS1B-A-0910-002, approved April 7, 2010, to rescind Project 5 (EA 07-4U4234L) in the city of Compton allocated for $1,050,000, from the Proposition 1B Traffic Light Synchronization Program. Resolution TLS1B-AA-1112-007, Amending Resolution TLS1B-A-0910-002	2.5g.(7g)	Teresa Favila Robert Copp	**A**	**D**
	Financial Allocations for Proposition 1B Intercity Rail (ICR) Improvement Projects				
96	Financial Allocation: $42,000,000 to Procure New Rail Cars for the Intercity Rail project. Resolution ICR1B-A-1112-02	2.5g.(8)	Juan Guzman Bill Bronte	**A**	**D**
	Financial Allocations for Proposition 1B SLPP Projects				
97	Financial Allocation: $ 750,000 for the 12th Avenue Widening locally administered State-Local Partnership Program project. Contributions from local sources: $ 1,550,000. Resolution SLP1B-A-1112-10 *(Related Item under Tab 42.)*	2.5g.(10a)	Laurel Janssen Denix Anbiah	**A**	**D**
98	Financial Allocation: $ 4,870,000 for the Sonoma-Marin Area Rail Transit locally administered State-Local Partnership Program Transit project. Contributions from other sources: $ 116,520,000. Resolution SLP1B-A-1112-11 *(Related Item under Tab 100.)*	2.5g.(10b)	Laurel Janssen Denix Anbiah	**A**	**D**
	Financial Allocation Amendment for Local Proposition 116 Projects				
99	Financial Allocation Amendment: Reduce the original Proposition 116 allocation of $28,000,000 for PS&E and Right of Way to $5,000,000 for the Sonoma-Marin Area Rail Transit project in Sonoma-Marin Counties. PUC 99639(a) Resolution BFA-11-01; Amending Resolution BFP-09-06 *(Related Items under Tabs 74 & 100.)*	2.6b.(1)	Juan Guzman Jane Perez	**A**	**D**
	Financial Allocation for Local Proposition 116 Projects				
100	Financial Allocation Amendment: $23,000,000 for construction for the Sonoma-Marin Area Rail Transit project in Sonoma-Marin Counties. PUC 99639(a) Resolution BFP-11-01 *(Related Items under Tabs 74, 98 & 99.)*	2.6b.(2)	Juan Guzman Jane Perez	**A**	**D**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Financial Allocations for TCRP Projects				
101	Financial Allocation: $8,000,000 in construction for the Tier I TCRP Project 39 (PPNO 0851G) – Route 405 Carpool lane - Route10 to Route 101 (Northbound) in Los Angeles County. Resolution TFP-11-06	2.6e.	Juan Guzman Rachel Falsetti	**A**	**D**
	Financial Allocations for Proposition 1A High Speed Passenger Train Bond Projects - Intercity				
102	Financial Allocation: $11,010,000 for the San Onofre to San Diego Positive Train Control HSPTB – Intercity project. Resolution HST1A-A-1112-03	2.6f.(1)	Laurel Janssen Bill Bronte	**A**	**D**
	Financial Allocations for Proposition 1A High Speed Passenger Train Bond Projects – Urban/Commuter				
103	Financial Allocation: $7,000,000 for the Positive Train Control HSPTB – Urban/Commuter project. Resolution HST1A-A-1112-04	2.6f.(2)	Laurel Janssen Jane Perez	**A**	**D**
	Request to Extend the Period of Contract Award				
104	Request to extend the period of contract award for five locally-administered STIP projects totaling $2,557,000, per Resolution G-06-08. Waiver-11-61	2.8b.(1)	Juan Guzman Denix Anbiah	**A**	**D**
105	Request to extend the period of contract award for four locally-administered STIP Transit projects totaling $10,807,000, per Resolution G-06-08. Waiver-11-62	2.8b.(2)	Juan Guzman Jane Perez	**A**	**D**
	Post-Fact Request to Extend the Period of Contract Award				
106	Request to extend the period of contract award for the Glendale Beeline Bus Procurement project in Los Angeles County, Resolution G-06-08. Waiver-11-63	2.8b.(3)	Juan Guzman Jane Perez	**A**	**D**
	Request to Extend the Period of Project Completion				
107	Request to extend the period of project completion for the Ninth Street On-Ramp Over Harbor Scenic Drive and Pico Avenue local bridge seismic retrofit project in Los Angeles County, for $259,726, per LBSRP Guidelines. Waiver-11-64	2.8c.	Juan Guzman Denix Anbiah	**A**	**D**
	OTHER MATTERS / PUBLIC COMMENT				
12:00 pm	**Adjourn**				

Tab # / Time	Item Description	Ref. #	Presenter	Status*

Highway Financial Matters

$ 19,944,000	Total SHOPP/Minor Requested for Allocation
$ 6,117,000	Total STIP Requested for Allocation
$ 245,000	Total Environmental Enhancement & Mitigation Funds Requested for Allocation
$ 376,017,000	Total Proposition 1B Bond Requested for Allocation
$ 5,918,000	Total Supplemental Funds Requested for Allocation
$ 408,291,000	Sub-Total Project Funds Requested for Allocation
$ 21,705,000	Delegated Allocations
$ 429,996,000	Sub-Total, Highway Project Allocations
$ 165,610,864	Contributions from Other Sources
$ 595,606,864	Total Value

Total Jobs Created: 10,721 *(Includes Direct, Indirect, and Induced.)*

($ 34,642,746) Total Proposition 1B Bond De-Allocations Requested

Mass Transportation Financial Matters

$ (23,000,000)	Total Proposition 116 Requested for De-Allocation
$ 23,000,000	Total Proposition 116 Requested for Re-allocation
$ 18,010,000	Total Proposition 1A (PTC) Requested for Allocation
$ 8,000,000	Total TCRP Requested for Allocation
$ 26,010,000	Total State Allocations

Total Jobs Created: 468 *(Includes Direct, Indirect, and Induced.)*

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	EA Program ID Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5a. Minor Projects				**Resolution FP-11-21**
1 $297,000 Riverside 08-Riv-15 1.0	Near Temecula at 1.0 mile north of San Diego County line at the northbound Rainbow Truck Inspection Facility. Outcome/Outputs: Install an automated detection system, repair exhaust hood and overhead indicator systems, and replace damaged off-ramp pull boxes with traffic-rated type pull boxes. (This is a substitute project for EA 08-0N400)	0F2404 0800000121 SHOPP	2011-12 302-0042 SHA 20.20.201.321	$297,000

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				**Resolution FP-11-22**
1 $2,350,000 Mendocino 01-Men-Var Var	In Mendocino County, at various locations. Outcome/Output: Reconstruct metal beam guard railing to current standards at 244 locations to reduce the number and severity of collisions. (Office of Traffic Safety (OTS) Federal grant contribution: $5,000,000)	01-4452 SHOPP/11-12 $3,900,000 0100000260 4 464204	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.015	$47,000 $2,303,000
2 $13,300,000 Shasta 02-Sha-299 40.7/60.0	In and near Montgomery Creek, from 0.3 mile west of Backbone Ridge Road to Big Bend Road. Outcome/Output: Rehabilitate 36.6 lane miles of pavement to extend the service life of the highway and enhance highway safety.	02-3240 SHOPP/11-12 $20,413,000 0200000183 4 2C8104	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.121	$266,000 $13,034,000
3 $1,234,000 Marin 04-Mrn-101 7.4	Near Corte Madera, at Tamalpais Drive. Outcome/Output: Repair slope embankment at one location by replacing existing fill with lightweight cellular concrete material to alleviate pavement settlement.	04-0268R SHOPP/11-12 $2,224,000 0400001248 4 4S5504	2011-12 302-0890 FTF 20.20.201.131	$1,234,000
4 $350,000 Los Angeles 07-LA-14 60.0/69.3	In Palmdale and Lancaster from north of Palmdale Boulevard to north of Avenue I. Outcome/Output: Install 9.3 miles of metal beam guardrail to reduce the number and severity of collisions. (Office of Traffic Safety (OTS) federal grant contribution: $2,000,000)	07-4124 SHOPP/11-12 1,528,000 0700020199 4 274004	2011-12 302-0890 FTF 20.20.201.015	$350,000
5 $900,000 Los Angeles 07-LA-210 R32.9/R39.6	In Monrovia, Duarte, and Azusa, at various locations from Huntington Drive to Azusa Avenue (Route 39). Outcome/Output: Construct three maintenance vehicle pullouts, one retaining wall, 20 freeway access gates, cable railing and textured paving to improve worker safety.	07-4010 SHOPP/11-12 $1,502,000 0700000502 4 267004	2011-12 302-0042 SHA 20.20.201.230	$900,000
6 $930,000 San Diego 11-SD-Var Var	In San Diego County, on Routes 5, 8, 15, 163 and 805. Outcome/Output: Replace overhead and roadside signs at 53 locations to update access point information that has changed since relinquishment of two former routes; to upgrade sign panel materials for increased visibility and legibility; and to provide exit numbering information.	11-0765 SHOPP/11-12 $2,239,000 1100000370 4 291704	2011-12 302-0890 FTF 20.20.201.170	$930,000

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				**Resolution FP-11-22**
8 $930,000 Humboldt 01-Hum-101 R45.9/R47.6	Near Stafford, from Jordan Road to Stafford Road. Outcome/Output: Place two inches of Open Graded Friction Course asphalt concrete to reduce the frequency and severity of run off the road, wet weather collisions.	01-2296 SHOPP/11-12 $880,000 0100020104 4 498804	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	$19,000 $911,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3) Locally Administered STIP Projects off the State Highway System				**Resolution FP-11-23**
1 $21,000 Lake County LAPC 01-Lake	Cole Creek Bridge. Near Kelseyville, on Soda Bay Road at Cole Creek. Replace bridge. (HBP Match) (A six-month time extension for R/W was approved at the June 2011 CTC meeting and expires on December 31, 2011.) (Contributions from other sources: $96,000.) Outcome/Output: Reduce flooding, increase the safety of the road, reduce traveler delays, improve trip quality, and increase trip reliability.	01-3070 RIP / 10-11 PS&E $17,000 R/W $4,000 0100000496	2011-12 101-0042 SHA 20.30.600.620	$21,000
2 $400,000 Tehama County Tehama LTC 02-Tehama	Bowman Road Bridge (#08C-0009). Near Red Bluff, on Bowman Road at South Fork Cottonwood Creek. Replace bridge. (HBP Match) (A six-month time extension was approved at the June 2011 CTC meeting and expires on December 31, 2011.) (Contributions from other sources: $9,766,000.) Outcome/Output: Replace a seismically deficient, functionally obsolete structure with one that meets current standards.	02-2148 RIP / 10-11 PS&E $102,000 R/W $48,000 CONST $250,000 0200000351	2011-12 101-0042 SHA 20.30.600.620	$400,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3) Locally Administered STIP Transportation Enhancement Projects off the State Highway System				**Resolution FP-11-23**
3 $50,000 Mendocino County MCOG 01-Mendocino	Branscomb Road Bridge. Near Laytonville, along Branscomb Road (County Road 429), at Post Mile (PM) 25.41. Install 150' long, prefabricated pedestrian/multi-use bridge across Ten Mile Creek. Outcome/Output: This project will improve safety and enhance transportation for pedestrians, bicyclists, and equestrians by allowing them to cross Ten Mile Creek on Branscomb Road, CR 429 at PM 25.41 without having to use the existing roadway bridge.	01-4517 RIP TE / 11-12 PA&ED $50,000 0112000167	2011-12 101-0890 FTF 20.30.600.731	$50,000
4 $20,000 Mendocino County MCOG 01-Mendocino	Pedestrian Safety Improvement - Grace Hudson School. In Ukiah near Grace Hudson School on State Street, (County Road 104A). Construct bulb-outs at crosswalks, improved traffic control signage and striping. Outcome/Output: This project will improve safety and enhance transportation for pedestrians and bicyclists.	01-4518 RIP TE / 11-12 PA&ED $20,000 0112000168	2011-12 101-0890 FTF 20.30.600.731	$20,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Locally Administered STIP Transportation Enhancement Projects off the State Highway System**			**Resolution FP-11-23**
5 $1,928,000 City of Berkeley MTC 04-Alameda	Bay Trail Extension - Segment One. In Berkeley, at the Berkeley Marina. Construct 2,700 linear feet of paved bicycle/pedestrian trail. (A six-month time extension was approved at the June 2011 CTC meeting and expires on December 31, 2011.) (Concurrent Future Consideration of Funding – Resolution E-11-88; December 2011.) (Contributions from other sources: $313,000.) Outcome/Output: This project will provide a 1.3-mile trail for bicycles, pedestrians, and wheelchairs that will take users from the main spine of the Bay Trail at West Frontage Road out to Eastshore State Park, the Berkeley Marina and the Bay shoreline. Segment 1 of the project will enhance the Bay Trail by providing a non-motorized transportation facility from the main spine of the Bay Trail along West Frontage Road out to the public shoreline access point at the South Sailing Basin.	04-2100G RIP TE / 10-11 CONST $1,928,000 0400020957	2011-12 101-0890 FTF 20.30.600.731	$1,928,000
6 $355,000 City of El Paso de Robles SLOCOG 05-San Luis Obispo	South River Road Bike and Pedestrian Path. In Paso Robles, on South River Road from Navajo Road to Creston Road. Class I bike and pedestrian path. (A six-month time extension for allocation of FY 2010-11 funds programmed for construction expires 12/31/11 per Waiver-11-32.) Outcome/Output: There is currently a 2,800 linear foot gap in the City's bike/pedestrian system from Union Road to Larry Moore Park. This project would complete the gap and provide connection between neighborhoods and two major shopping centers.	05-1978 RIP TE / 10-11 CONST $355,000 0500000868	2011-12 101-0890 FTF 20.30.600.731	$355,000
7 $800,000 City of El Paso de Robles SLOCOG 05-San Luis Obispo	South River Road Bike and Pedestrian Path Phase 2. In Paso Robles, on South River Road, from Navajo Road to 1,800 feet north of Navajo Road. Construct Class I bicycle and pedestrian path. (Contributions from other sources: $101,000.) Outcome/Output: There is currently a 2800 LF gap in the City's bike/pedestrian system from Union Road to Larry Moore Park. This project would complete the gap and provide connection between neighborhoods and two major shopping centers.	05-1978A RIP TE / 10-11 CONST $800,000 0500000868	2011-12 101-0890 FTF 20.30.600.731	$800,000
8 $251,000 City of Selma COFCG 06-Fresno	Selma Bicycle Improvements. In Selma, on West Front Street and Golden State Boulevard between Todd Street and Chicago Canal in the city of Selma. Construct Class I bicycle path and Class II bike lanes. (Allocation funded from 2011-12 TE Reserve PPNO B002.) Outcome/Output: Construct 2.6 miles of bike/pedestrian facilities and increase mobility.	06-B002P RIP TE / 11-12 CONST $251,000 0612000135	2011-12 101-0890 FTF 20.30.600.731	$251,000
9 $34,000 City of Taft KCOG 06-Kern	Hillard Street Pedestrian/Bicycle Improvements. In Taft, on Hillard Street, from "A" Street to "Rails to Trails". Construct pedestrian and bicycle Improvements. (Contributions from other sources: $5,000.) Outcome/Output: New landscaped bike and pedestrian path resulting in approximately 1,600 feet of bike/pedestrian facilities.	06-6555 RIP TE / 11-12 PA&ED ~~$14,000~~ **$34,000** PS&E ~~$20,000~~ **$0** 0612000120	2011-12 101-0890 FTF 20.30.600.731	$34,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Locally Administered STIP Transportation Enhancement Projects off the State Highway System**			**Resolution FP-11-23**
10 $565,000 City of California City KCOG 09-Kern	California City Boulevard Pedestrian Improvements. In California City, on California City Boulevard from Yerba Boulevard to Neuralia Road. Construct sidewalk and sidewalk improvements. (Contributions from other sources: $73,000.) (A six-month time extension for allocation of FY 2010-11 funds programmed for construction expires 12/31/11 per Waiver-11-12.) Outcome/Output: The project will construct approximately one mile of sidewalk along with ADA compliant ramps to provide greater pedestrian safety.	09-2520 RIP TE / 10-11 CONST $565,000 0900020027	2011-12 101-0890 FTF 20.30.600.731	$565,000
11 $141,000 City of Jackson Amador CTC 10-Amador	Kennedy Tailing Wheels Park Building. In Jackson in the Kennedy Tailing Wheels Park. Erect a building similar in shape and size to the original building that housed one of several Kennedy Mine Tailing Wheels. (Allocation funded from FY 2011-12 TE Reserve PPNO 0015.) Outcome/Output: The project enhances the opportunity for all who travel along SR 49/88 to experience the unique grandeur of the remaining tailing wheel, the lore of hard rock mining, and the area's rich history.	10-0015A RIP TE / 11-12 PA&ED $141,000 1012000098	2011-12 101-0890 FTF 20.30.600.731	$141,000
12 $27,000 San Diego County SANDAG 11-San Diego	Sweetwater Bikeway – Plaza Bonita Segment. In the city of National City and the unincorporated San Diego County, from approximately 2,000 feet north of the Bonita Mesa Road/Plaza Bonita Road intersection to approximately 400 feet south of the same intersection. Construct Class I bike path. (Allocation funded from FY 2011-12 TE Reserve PPNO 7421.) Outcome/Output: The project is a segment of a 24-mile planned Class I regional bike path route around San Diego Bay. The route will serve both the recreational and commuter bicyclist needs.	11-7421X RIP TE/11-12 PA&ED $27,000 1112000056	2011-12 101-0042 SHA 101-0890 FTF 20.30.600.731	$3,097 $23,903
13 $273,000 Orange County OCTA 12-Orange	17th Street Median Landscaping. 17th Street from Prospect Avenue to Newport Avenue in the county of Orange. Installation of irrigation system & planting in constructed raised medians & existing parkways. (Allocation funded from FY 2011-12 TE Reserve PPNO 2134.) (Contributions from other sources: $352,000.) Outcome/Output: Provide 1.1 miles of landscaped improvements on 17th Street.	12-2135U RIP TE / 11-12 CONST $273,000 1212000006	2011-12 101-0890 FTF 20.30.600.731	$273,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-11-23**
14 $17,000 Alpine County Transportation Commission Alpine LTC 10-Alpine	Planning, Programming and Monitoring	10-A1950 RIP/11-12 CONST $17,000 1012000081	2011-12 101-0042 SHA 20.30.600.670	$17,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-11-23**
15 $57,000 Amador County Transportation Commission Amador CTC 10-Amador	Planning, Programming and Monitoring	10-B1950 RIP/11-12 CONST $57,000 1012000088	2011-12 101-0042 SHA 20.30.600.670	$57,000
16 $78,000 Mariposa County Transportation Commission Mariposa LTC 10-Mariposa	Planning, Programming and Monitoring	10-4957 RIP/11-12 CONST $78,000 1012000108	2011-12 101-0042 SHA 20.30.600.670	$78,000
17 $606,000 Stanislaus Council of Governments StanCOG 10-Stanislaus	Planning, Programming and Monitoring	10-9953 RIP/11-12 CONST $606,000 1012000094	2011-12 101-0042 SHA 20.30.600.670	$606,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(5)	**Locally Administered STIP Transportation Enhancement Projects off the State Highway System (ADVANCEMENT)**			**Resolution FP-11-24**
1 $494,000 City of Anaheim OCTA 12-Orange	Edison Right of Way Bike Path. Within the Southern California Edison easement located west of Magnolia Avenue, from Lola Avenue in the City of Stanton to Broadway. Construct Class I pedestrian and bicycle trail. (Allocation funded from FY 2011-12 and FY 2012-13 TE Reserve PPNO 2134.) (Contributions from other sources: $504,864.) Outcome/Output: Provide 0.9 mile of Class 1 pedestrian and bicycle trail.	12-2135V RIP TE / 11-12 CONST $195,000 RIP TE / 12-13 CONST $299,000 1200020327	2011-12 101-0890 FTF 20.30.600.731	$494,000

2.5 Highway Financial Matters

Project # Allocation Amount Applicant RTPA/CTC Dst-County	Location Project Description	Program EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(7) Locally Administered Environmental Enhancement and Mitigation Project				**Resolution FP-11-25**
1 $245,000 City of Cupertino MTC 04-Santa Clara	Stevens Creek Corridor Park & Restoration Project, Phase 2. Extend the regional multi-use Stevens Creek Trail, restore 1,800 feet of riverine and riparian habitat along Stevens Creek, and open 5 acres of parkland to the public. Over 2 acres of native riparian, wetland and oak woodland plantings will be installed, a local orchard restored, and wildlife habitat improved. (Contribution from other sources: $2,450,000.)	EEM / 10-11 $245,000 20-35	2010-11 101-0183 EEM 20.30.207.811	$245,000

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(1) Supplemental Funds for Previously Voted Projects					**Resolution FA-11-08**
1 $80,000 Department of Transportation Lake 01-Lak-29 10.9/11.3	Near Middletown, 0.2 mile south to 0.2 mile north of Hidden Valley Road. Outcome/Output: Channelize intersection to reduce the number and severity of collisions. Supplemental funds needed to closeout construction contract. Total Revised Amount: $1,273,000	01-3049 SHOPP 2006-07 302-0042 SHA 302-0890 FTF 20.20.201.010 0100000248 4 461604	$119,500 $1,073,500		$119,500 $1,073,500
		SHOPP 2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010		$8,000 $72,000	$8,000 $72,000

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(2) Supplemental Funds for Previously Voted Projects					**Resolution FA-11-09**
1 $292,000 Department of Transportation San Diego 11-SD-5 R22.3	In the city of San Diego, at Clairemont Drive. Outcome/Output: Overlay the bridge deck and replace joint seals on one bridge to extend the bridge service life. Supplemental funds needed to award construction contract. Total Revised Amount: $882,000	11-1015 SHOPP 2009-10 302-0042 SHA 20.20.201.119 1100000783 4 403304	$590,000		$590,000
		SHOPP 2011-12 302-0042 SHA 20.20.201.119		$292,000	$292,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(3) Supplemental Funds for Previously Voted Projects					**Resolution FA-11-10**
1 $546,000 Department of Transportation Los Angeles 07-LA-91 R6.4/12.0	In the city of Los Angeles, at the Route 110 connector Bridge #53-2549H and in Long Beach at Route 710 Bridges # 53-2142 and 53-2144K. Outcome/Output: Rehabilitate three bridges to extend the service life of the structures. Supplemental funds needed to award construction contract. Total Revised Amount: $2,346,000	07-3922 SHOPP 2011-12 302-0890 FTF 20.20.201.110 0700001841 4 260504 SHOPP 2011-12 302-0890 FTF 20.20.201.110	$1,800,000	$546,000	$1,800,000 $546,000

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Budget Year Item # Fund Type Program Codes Project ID EA	Current Amount by Fund Type	Additional Amount by Fund Type	Revised Amount by Fund Type
2.5e.(4) Financial Allocation Amendment for CMIA/STIP Project – Supplemental Funds					**Resolution FA-11-11**
1 $5,000,000 Department of Transportation OCTA Orange 12S-Ora-91 9.1/15.6	In Anaheim, widen one lane in each direction from SR-55 (Lakeview Avenue) to Weir Canyon Road. Outcome/Output: Construct 13 lane miles of freeway and 1.5 miles of sound wall. (Supplemental funds are needed to complete construction.) Total Revised Amount: $61,346,000	12-4598A 2010-11 304-6058 TFA 20.20.075.600 2010-11 304-6055 CMIA 20.20.721.000 1200000140 4 0G3304	$38,409,000 $17,937,000	$5,000,000	$43,409,000 $17,937,00

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f. Informational Report – Emergency G-11 Allocations *(2.5f.(1))*				
1 $560,000 Trinity 02U-Tri-36 4.5	Near Forest Glen, at 0.6 mile east of Laurel Road. An existing rock buttress retaining a previous slide area has become unstable causing heaving and displacement in the roadway at various locations. This project is to remove and reconstruct the rock buttress, grade and stabilize slope, improve drainage facilities and repair damaged pavement. Initial G-11 Allocation 10/05/11: $ 560,000 (Additional $16,000 was allocated for right of way purposes).	02-3475 SHOPP/11-12 0212000027 4 4E7304 Emergency	2010-11 302-0042 SHA 20.20.201.130	$560,000

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.	**Informational Report – Emergency G-11 Allocations** ***(2.5f.(1))***			
2 $3,400,000 Sutter 03U-Sut-20 17.0	In Yuba City, at the Feather River Bridge (Bridge #18-0009). The March 2011 high water flows accelerated the scouring of this bridge to the point where there was approximately 19 feet of exposed piles under the footing to Pier 22. The structure was monitored 24 hours a day for movement. Initial allocation was to add additional piles, pile cap and new seal coarse at Pier 22. A temporary coffer dam and a trestle were necessary to provide access to the site. The first supplemental allocation was to retrofit other piers (19, 20, and 21) due to changing river dynamics and potential for extensive river bank erosion. This supplemental allocation is necessary for additional rock slope protection upstream from the structure, additional scour protection at Pier 21, environmental mitigation, and repair of a Yuba City parking lot used and damaged by heavy equipments during construction. Initial G-11 Allocation 04/28/11: $ 7,000,000 Supplemental G-11 Allocation 05/26/11: $ 2,700,000 Supplemental G-11 Allocation 10/26/11: $ 3,400,000 Revised Allocation: $13,100,000 (Additional $300,000 was allocated for right of way purposes).	03-8125 SHOPP/10-11 0300020737 4 2F6804 Emergency	2010-11 302-0042 SHA 20.20.201.130	$3,400,000
3 $4,000,000 Marin 04U-Mrn-1 2.6	Near Mill Valley, at 0.6 mile south of Panoramic Highway. As a result of last winter storms, a slipout created settlement on the roadway at this location. In August 2011, further settlement caused the buckling and separation of an existing culvert allowing culvert flows to seep out and further exacerbate the slipout movement. This project is to construct Cast-in-Drilled Hole (CIDH) pile wall to stabilize the roadway slope and repair the damaged culvert prior to the onset of the next winter season. Initial G-11 Allocation 10/26/11: $ 4,000,000 (Additional $50,000 was allocated for right of way purposes).	04-0174B SHOPP/11-12 0400020872 4 1SS074 Emergency	2010-11 302-0042 SHA 20.20.201.130	$4,000,000
4 $1,200,000 Santa Clara 04U-SCl-880 1.8	In San Jose, at Park Avenue. Groundwater is seeping out between two northbound lanes at this location and causing the concrete pavement to breakup and drop due to loss of base material. This project is to reconstruct the under-drain trench and drainage, replace permeable blanket, and reconstruct the pavement. Initial G-11 Allocation 10/18/11: $1,200,000	04-0408Q SHOPP/11-12 0412000214 4 4G1504 Emergency	2010-11 302-0042 SHA 20.20.201.130	$1,200,000
5 $500,000 San Mateo 04U-SM-35 28.9	In Daly City, at 0.3 mile north of Route 1. A drainage pipe failure due to last winter heavy rainstorms caused the slope to fail along Higate Drive below the highway. The slope damage was recently discovered by Maintenance crews. This project is to reconstruct the slope with rock slope protection (RSP) and repair the damaged 18-inch drainage pipe. Initial G-11 Allocation 10/05/11: $500,000	04-06361 SHOPP/11-12 0412000110 4 3G5604 Emergency	2010-11 302-0042 SHA 20.20.201.130	$500,000
6 $900,000 San Mateo 04U-SM-280 6.7	Near Woodside, at Edgewood Road. Following heavy March 2011 rain, several sinkholes began to appear at this location. Recent inspection of the 54-inch, 400-foot long corrugated metal pipe (CMP) culvert at the Edgewood Road ramps revealed a rotted invert and a failed pipe. This project is to replace the failed culvert and backfill the sinkhole areas. Initial G-11 Allocation 10/18/11: $900,000	04-0680A SHOPP/11-12 0400021173 4 1SS274 Emergency	2010-11 302-0042 SHA 20.20.201.130	$900,000

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.	**Informational Report – Emergency G-11 Allocations** ***(2.5f.(1))***			
7 $770,000 Los Angeles 07U-LA-2 40.3/61.6	In the Angeles National Forest. At Postmile (PM) 40.3 and also at PM 61.5. Late December 2010 storms saturated the hillside causing the steep slopes to fail at two locations (PM 40.3 and 61.5). Initial allocation was to excavate the slide material, rebuild the slopes and repair the roadway. The fill slope at PM 61.5 continued to expand requiring additional excavation, more backfill material and larger roadway repairs than was originally estimated resulting in the need for the first supplemental allocation. This supplemental allocation is due to environmental delays, unanticipated soil conditions and extensive erosion control measures. Initial G-11 Allocation 05/04/11: $2,900,000 Supplemental G-11 Allocation 07/11/11: $ 652,000 Supplemental G-11 Allocation 10/24/11: $ 770,000 Revised Allocation: $4,322,000 (Additional $777,000 was allocated for right of way purposes).	07-4443 SHOPP/10-11 0700021188 4 3X4204 Emergency	2010-11 302-0042 SHA 302-0890 FTF 20.20.201.130	$88,300 $681,700
8 $275,000 San Bernardino 08U-SBd-18 114.0	Near Adelanto, one mile east of Oasis Road. On September 21, 2011, two sinkholes were discovered at this location. A damaged 48-inch corrugated steel pipe culvert is found to be the cause of the sinkholes. This project is to replace the damaged culvert, repair the roadway, and conduct traffic control as necessary. Initial G-11 Allocation 10/05/11: $275,000	08-0190G SHOPP/11-12 0812000126 4 0R6004 Emergency	2010-11 302-0042 SHA 20.20.201.130	$275,000
9 $750,000 San Bernardino 08U-SBd-38 23.5/24.0	Near Angelus Oaks, in the San Bernardino National Forest. On September 19, 2011, a tanker truck transporting approximately 8,200 gallons of gasoline overturned at this location. Approximately 6,000 gallons spilled out and contaminated the soil on the north side of the highway. This project is to excavate portions of the shoulder and roadway in order to remove the contaminated soil and replace with clean soil including paving. Initial G-11 Allocation 10/05/11: $750,000	08-0204T SHOPP/11-12 0812000127 4 0R6104 Emergency	2010-11 302-0042 SHA 20.20.201.130	$750,000
10 $600,000 San Bernardino 08U-SBd-330 36.2/44.1	Near Highland, from 5.6 miles south of Live Oak Drive to State Route 18. Severe winter storms beginning in December 2010 caused multiple slides and washouts at this location causing full roadway closure. Initial project was to install debris racks, bore and jack replacement drainage pipes, construct access road, and repair damaged culverts. The first supplemental allocation was due to new discoveries during construction that required roadway realignment and additional backfill for sinkholes that developed during drainage pipe installation. This supplemental allocation is due to excess soil material on the site that needs removal and additional erosion control measures requested by environmental agencies. Initial G-11 Allocation 02/15/11: $6,000,000 Supplemental G-11 Allocation 07/29/11: $1,000,000 Supplemental G-11 Allocation 10/20/11: $ 600,000 Revised Allocation: $7,600,000	08-0255J SHOPP/10-11 0800020386 4 0Q5404 Emergency	2010-11 302-0042 SHA 302-0890 FTF 20.20.201.130	$69,000 $531,000

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Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Codes	Amount by Fund Type
Informational Report – SHOPP Safety-Resolution G-03-10 Delegated Allocations *(2.5f.(3))*				
1 $1,504,000 Kern 06S-Ker-5 69.6/73.1	Near Lebec, from 0.2 mile north to 0.9 mile north of Fort Tejon Overcrossing. Outcome/Output: Construct thrie-beam median barrier to reduce collisions and improve safety along 3.5 roadway centerline miles. Allocation date: 09/22/2011	06-6463 SHOPP/11-12 $1,636,000 0600000295 4 0L2204	2010-11 302-0042 SHA 302-0890 FTF 20.20.201.010	$30,000 $1,474,000
2 $3,539,000 Kern 06S-Ker-119 4.7/8.5	Near Bakersfield, from 0.2 mile east of Weed Creek to 0.3 mile east of Lakeview Wash Bridge. Outcome/Output: Widen shoulders and add rumble strips to reduce collisions and improve safety along 3.8 roadway centerline miles. Allocation date: 10/04/2011	06-6429 SHOPP/11-12 $3,564,000 0600000187 4 0J5204	2010-11 302-0890 FTF 20.20.201.010	$3,539,000

#	Dist	County	Route	Postmiles	Location/Description	EA	Program Code	Original Est. FM-09-06	Allocation
2.5f.	**Informational Report – Minor Construction Program – Resolution G-05-05 Delegated Allocations *(2.5f.(4))***								
1	04	Nap	29	36.9/38.1	Remove and replace asphalt concrete surfacing in downtown Calistoga from Junction Route 128 to Silverado Trail.	0G5304	201.121	$1,000,000	$803,000
2	04	Nap	128	4.0/4.6	Overlay asphalt concrete and replace culvert drainage aprons.	4C3514	201.121	$700,000	$624,000
3	06	Fre	99	Var	Install vehicle detection systems at various locations.	0M7604	201.315	$984,000	$845,000
4	06	Kin	5	19.1	Relocate two changeable message signs, construct maintenance vehicle pullouts to allow maintenance personnel safe access and install metal beam guardrail..	0L8004	201.235	$625,000	$680,000
5	10	Tuo	108	58.8	Construct soldier pile wall to mitigate erosion.	0S2404	201.150	$650,000	$755,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1a) Proposition 1B – State Administered CMIA Project on the State Highway System			**Resolution CMIA-A-1112-016**	
1 $40,200,000 Department of Transportation SANDAG San Diego 11S-SD-15 M15.0/M16.4	Mira Mesa Direct Access Ramp. In San Diego from Carroll Canyon Road Overcrossing to 0.5 mile north of Mira Mesa Boulevard Undercrossing. Construct direct access ramp and transit station. Final Project Development: N/A Final Right of Way: N/A (Project Scope is consistent with the concurrent baseline agreement approved under Resolution CMIA-P-1011-01B in August 2011.) (Future Consideration of Funding – Resolution E-09-44, June 2009.) (Contributions from local sources: $18,800,000.) Outcome/Output: This project will provide direct access to the Interstate 15 (I-15) Managed lanes facility for buses, HOV's, and FasTrak users, and facilitate transit operations along the I-15 corridor and within the Mira Mesa/Scripps Ranch community.	11-0661E CMIA/10-11 CONST ENG $8,000,000 CONST $32,200,000 1100000454 4 2T0951	004-6055 CMIA 2011-12 304-6055 CMIA 20.20.721.000	$8,000,000 $32,200,000
2 $37,947,000 Department of Transportation SANDAG San Diego 11S-SD-805 9.4/13.8	I-805 HOV/Managed Lanes – South (SR54 to SR94) In San Diego and National City from 0.6 mile north of Route 805/54 separation to 0.2 mile north of Federal Boulevard Undercrossing. Construct two express/HOV lanes. Final Project Development: N/A Final Right of Way: N/A (Project Scope is consistent with the concurrent baseline agreement approved under Resolution CMIA-P-1011-01B in August 2011.) (Concurrent Future Consideration of Funding – Resolution E-11-87, December 2011.) Outcome/Output: Construct two HOV/Express lanes in Median, one in each direction.	11-0730A CMIA/11-12 CONST ENG $2,000,000 CONST $35,947,000 1100020049 4 2T1801	004-6055 CMIA 2011-12 304-6055 CMIA 20.20.721.000	$2,000,000 $35,947,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1b)	**Proposition 1B – State-Administered Multi-Funded STIP/CMIA Project on the State Highway System**		**Resolution CMIA-A-1112-019** **Resolution FP-11-26**	
1 $23,760,000 Department of Transportation StanCOG Stanislaus 10N-Sta-219 2.9/4.9	State Route 219 Widening – Phase 2. Near Salida, on Route 219 from Morrow Road to Route 108. Widen to 4 lanes. Final Project Development: (RIP) Support Estimate: $ 3,100,000 Programmed Amount: $ 2,000,000 Adjustment: $ 1,100,000 (Debit) Final Right of Way: (RIP) Right of Way Estimate: $19,781,000 Programmed Amount: $19,000,000 Adjustment: $ 0 (< 20%) (An eight-month time extension for CON was approved at the June 2011 CTC meeting and expires on February 28, 2012.) (Future Consideration of Funding under Resolution E-04-16; August 2004.) (Concurrent CMIA Program amendment under Resolution CMIA-PA-1112-017; December 2011.) (Project scope is consistent with the baseline agreement approved under Resolution CMIA-PA-0708-015 in June 2008.) (Contributions from other sources: $4,480,000.) Outcome/Output: Daily Travel Time Savings of 1,302 hours. Peak Period Time Savings of 51,851 minutes.	10-9940C RIP / 10-11 CONST ENG ~~$3,500,000~~ **$4,300,000** CONST $4,947,000 CMIA/10-11 CONST $18,813,000 1000000013 4 0A8724	2010-11 304-6058 TFA 20.20.075.600 2011-12 304-6055 CMIA 20.20.721.000	$4,947,000 $18,813,000

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1c)	**Proposition 1B – Locally Administered CMIA Project on the State Highway System**		**Resolution CMIA-A-1112-017**	
1 $9,500,000 El Dorado County Department of Transportation SACOG El Dorado 03N-ED-50 2.9/5.2	US 50 HOV Lanes Phase 2A Segment 1 - Bass Lake to Cambridge Road. In El Dorado County on Route 50 from Bass Lake Road to Cambridge Road. Construct HOV lanes. Final Project Development: N/A Final Right of Way: N/A (Project Scope is consistent with the concurrent baseline agreement approved under Resolution CMIA-P-1011-01B in August 2011.) (Future Consideration of Funding – Resolution E-08-12, September 2008.) (Contributions from local sources: $10,600,000.) Outcome/Output: Once completed, this project will result in daily vehicle-hours of delay savings of about 1,246 hours.	03-3283B CMIA/11-12 CONST $9,500,000 0300000451 4CONL 3A7124	2011-12 304-6055 CMIA 20.20.721.000	$9,500,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County Legislative Districts	Project Title Location Project Description Project Funding	EA PPNO Program/Year PA&ED PS&E R/W CONST	Budget Year Item # Program Code	Allocation Amount State Federal Total Amount
2.5g.(1e)	**Financial Allocation Amendment - Proposition 1B - Locally Administered CMIA Projects off the State Highway System**		**Resolution CMIA-AA-1112-010** Amending Resolution CMIA-A-0708-003	
1 ~~$1,500,000~~ **$1,200,000** Sacramento County SACOG 03-Sacramento Senate: 1 Assembly: 10	In Sacramento, on White Rock Road from Grant Line Road to Prairie City Road. Widen from 2 to 4 lanes. (Future CMIA: $22,000,000. Construction to start 5/2011.) **Amend Resolutions CMIA-A-0708-003 to de-allocate $300,000 in CMIA PA&ED to reflect expenditures.** Outcome/Output: 2679 estimated daily vehicle hours saved.	928802 03-3161 CMIA / 07-08 ~~$1,500,000~~ **$1,200,000** $0 $0 $0	2007-08 104-6055 20.30.721.000	~~$1,500,000~~ **$1,200,000** **$**

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1f)	**Proposition 1B – State Administered Multi-Program CMIA/SLPP Projects on the State Highway System**		**Resolution CMIA-AA-1112-011** Amending Resolution CMIA-A-1112-006 **Resolution SLP1B-AA-1112-04** Amending Resolution SLP1B-A-1112-02	
1 ~~$29,284,000~~ **$20,755,000** Department of Transportation MTC Contra Costa 04N-CC-4 26.6/27.5	In Antioch, on State Route 4 East, from Contra Loma Boulevard/L Street to Lone Tree Way/A Street. Widen from 4 to 8 lanes. Final Project Development: N/A Final Right of Way: N/A (Project Scope is consistent with the amended baseline agreement approved under Resolution CMIA-PA-1011-031 in June 2011.) (Future Consideration of Funding – Resolution E-10-10, February 2010.) (Contributions from other sources: ~~$58,016,000~~ **$27,962,000**.) **Amend Resolutions CMIA-A-1112-006 and SLP1B-A-1112-02 to de-allocate $8,529,000 CMIA CONST to reflect award savings** Outcome/Output: The combined Route 4 East Widening, from Somerville to Route 160 project [PPNO 0192F, 0192H and 0192I] will result in daily vehicle delay savings of about 8,600 hours.	04-0192H CMIA/10-11 CONST ~~$19,300,000~~ **$10,771,000** SLPP/10-11 CONST $9,984,000 0400020039 4 2285E4	2010-11 304-6055 CMIA 20.20.721.000 2011-12 304-6060 SLPP 20.20.724.000	~~$19,300,000~~ **$10,771,000** $9,984,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Item # Fund Type	Amount by Fund Type
2.5g.(2a) Proposition 1B –State Administered Route 99 Projects on the State Highway System			**Resolution R99-A-1112-003**	
1 $500,000 Department of Transportation TCAG, COFCG Tulare, Fresno 06S-Tul, Fre-99 41.3/R53.9, R0.0/R1.2	Goshen to Kingsburg Landscape. Between Goshen and Kingsburg, from the Goshen Overhead to Route 201. (Future Consideration of Funding – Resolution E-07-01, February 2007.) (This project will provide mitigation landscaping for the Goshen to Kingsburg 6-Lane project (PPNO 6480), which received a construction allocation in May 2010 under Resolution R99-A-0910-006.) Outcome/Output: 40 acres of landscape planting.	06-6480Y SR 99/11-12 PS&E $500,000 0612000051 4 324511	004-6072 SR99 20.20.722.000	$500,000
2 $139,000,000 Department of Transportation MCAG Merced 10N-Mer-99 4.6/10.5	Arboleda Road Freeway. Near Merced, on Route 99 from Buchanan Hollow Road to Miles Creek overflow. Convert to 6-lane freeway and construct interchange at Arboleda Road. (TCRP #104) Final Project Development Adjustment: Support Estimate: $4,659,000 Programmed Amount: $5,617,000 Adjustment: $ 0 <20% Final Right of Way Share Adjustment: Right of Way Estimate: $26,720,000 Programmed Amount: $25,870,000 Adjustment: $ 0 <20% (Related Route 99 program amendment under Resolution R99-PA-1112-017; December 2011.) (Future Consideration of Funding – Resolution E-07-04, March 2007.) Outcome/Output: Daily travel time savings of 87 hours. Peak period time savings of 6,951 minutes.	10-5414 SR 99/11-12 CONST ENG $12,000,000 CONST $127,000,000 1000000430 4 415704	004-6072 SR99 20.20.722.000 2011-12 304-6072 SR99 20.20.722.000	$12,000,000 $127,000,000
3 $50,000,000 Department of Transportation SJCOG San Joaquin 10N-SJ-99 4.9/14.2	State Route 99 Widening in Manteca and San Joaquin Phase 1. In Manteca, from 0.9 mile south of Route 120 west to 0.4 mile south of Arch Road. Widen highway from 4 to 6 lanes, and construct auxiliary lanes. (Future Consideration of Funding – Resolution E-10-60, July 2010.) Outcome/Output: Widen 8.3 miles of SR 99 from 4 to 6 lanes (16.6 lane miles).	10-7634A SR 99/11-12 CONST ENG $5,000,000 CONST $45,000,000 1000020440 4 0E6114	004-6072 SR99 2010-11 304-6072 SR99 20.20.722.000	$5,000,000 $45,000,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description Project Funding	EA PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund TypeProgram Code	Amount by Fund Type
2.5g.(2b)	**Financial Allocation Amendment - Proposition 1B Route 99 State Administered Project on the State Highway System**		**Resolution R99-AA-1112-001** Amending Resolution R99-AA-1011-008 and Resolution R99-A-0910-002	
1 ~~$24,500,000~~ **~~$20,770,000~~** **$22,770,000** Department of Transportation COFCG Fresno 06S-Fre-99 26.7/30.6	In and near the city of Fresno, from Ashlan Avenue to 0.2 mile north of Grantland Avenue. Final Project Development Adjustment: N/A Final Right of Way Share Adjustment: N/A (Route 99 Amendment [Resolution R99-PA-0910-005].) (CEQA – Exempt [PRC21080(b)]) BOND FUNDS FOR THIS PROJECT MAY BE CHANGED TO FEDERAL STIMULUS FUNDING SHOULD SUCH FUNDING BECOME AVAILABLE PRIOR TO AWARD. **(Savings of $3,730,000 CONST to be returned to the SR 99 Corridor Bond program.)** **Amend Resolution R99-A-0910-002 to de-allocate $3,730,000 CONST to reflect award savings.** **Amend Resolution R99-AA-1011-008 to allocate $500,000 PA&ED and $1,500,000 PS&E.** Outcome/Output: This project proposes to construct 7.8 new miles of lanes. This improvement will save 1,795 daily vehicle hours of delay.	442611 06-6274A SR 99 / 09-10 CONST ENG $3,500,000 CONST ~~$21,000,000~~ **$17,270,000** **PA&ED** **$500,000** **PS&E** **$1,500,000**	2009-10 004-6072 SR99 2009-10 304-6072 SR9920.20.72 2.000	$3,500,000 ~~$21,000,000~~ **$17,270,000** **$500,000** **$1,500,000**

Project # Allocation Amount Recipient Agency Dst-County RTPA/MPO	Corridor Name / Project Location	Dst-EA Prgm'd Amt Phase	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(7a)	**Financial Allocation Amendment - Proposition 1B - Traffic Light Synchronization Program**		**Resolution TLS1B-AA-1112-001** Amending Resolution TLS1B-A-0809-001	
1 ~~$266,000~~ **$265,024** City of San Marcos 11-San Diego SANDAG	In San Marcos, on Rancho Santa Fe Road, from Linda Vista Drive to Mission Road through SR 78. Outcome/Output: Enable ITS surveillance and traffic coordination through the installation of fiber optic interconnection and CCTV surveillance cameras along Rancho Santa Fe Road. Total Construction Cost: $336,000 **Amend Resolution TLS1B-A-0809-001 to de-allocate $976 to reflect award savings.**	11-212924 ~~$266,000~~ **$265,024** CONST	2008-09 104-6064 TLSP	~~$266,000~~ **$265,024**
2 ~~$267,000~~ **$183,182** City of Vista 11-San Diego SANDAG	In Vista, on South Melrose Drive, from Sunset Drive to the southern city limits. Outcome/Output: Install 2.74 miles of fiber optic cable and synchronize eight signalized intersections along South Melrose Drive. Total Construction Cost: $321,000 **Amend Resolution TLS1B-A-0809-001 to de-allocate $83,818 to reflect award savings.**	11-212934 ~~$267,000~~ **$183,182** CONST	2008-09 104-6064 TLSP	~~$267,000~~ **$183,182**
3 ~~$161,000~~ **$155,574** City of Vista 11-San Diego SANDAG	In Vista, on North Santa Fe Avenue, between Vista Village Drive and Osborne Street. Outcome/Output: Install 3.55 miles of fiber optic cable and synchronize 11 signalized intersections along North Santa Fe Drive. Total Construction Cost: $201,000 **Amend Resolution TLS1B-A-0809-001 to de-allocate $5,426 to reflect award savings.**	11-212944 ~~$161,000~~ **$155,574** CONST	2008-09 104-6064 TLSP	~~$161,000~~ **$155,574**

2.5 Highway Financial Matters

Project # / Allocation Amount / Recipient Agency / Dst-County / RTPA/MPO	Corridor Name / Project Location	Dst-EA / Prgm'd Amt / Phase	Budget Year / Item # / Fund Type	Amount by Fund Type
2.5g.(7a)	**Financial Allocation Amendment - Proposition 1B - Traffic Light Synchronization Program**		**Resolution TLS1B-AA-1112-001** Amending Resolution TLS1B-A-0809-001	
4 ~~$718,000~~ **$632,494** San Diego County 11-San Diego SANDAG	In Bonita, on Bonita Road, from Central Avenue to Bonita Christian Center Drive and from Sweetwater Road to San Miguel Road, on Briarwood Road from SR 54 ramps to Sweetwater Road, on Central Avenue from Sweetwater Road to Bonita Road, and on Sweetwater Road, from Bonita Road to Central Avenue and from Valley Road to Willow Road. Outcome/Output: Implement coordination timing between fourteen signals along the subject 2.75 mile combined lengths of roadways. Total Construction Cost: $1,473,000 **Amend Resolution TLS1B-A-0809-001 to de-allocate $85,506 to reflect award savings.**	11-212904 ~~$718,000~~ **$632,494** CONST	2008-09 104-6064 TLSP	~~$718,000~~ **$632,494**

Project # / Allocation Amount / Recipient Agency / Dst-County / RTPA/MPO	Corridor Name / Project Location	Dst-EA / Prgm'd Amt / Phase	Budget Year / Item # / Fund Type	Amount by Fund Type
2.5g.(7b)	**Financial Allocation Amendment - Proposition 1B - Traffic Light Synchronization Program (TLSP)**		**Resolution TLS1B-AA-1112-002** Amending Resolution TLS1B-A- 0809-002	
1 ~~$1,165,000~~ **$912,414** City of Roseville 03-Placer SACOG	In Roseville, on Eureka Way from Willis Road to Sierra College Boulevard, on Sierra College Boulevard to the Sacramento County line, on Lead Hill Boulevard from North Sunrise Boulevard to East Roseville Parkway, on Cirby Way from Orlando Avenue to Old Auburn Road and on Rocky Ridge Drive from East Roseville Parkway to South Cirby Way. Outcome/Output: Improve signal timing and coordination on 5 major arterials using the new 2070 controllers and upgraded ITS equipment: Upgrade existing signalized intersections with ITS equipment and utilize signalized intersections that have recently been upgraded with 2070 controllers; install fiber optic cable to optimize traffic signal communications and improve the performance of the roadway system; and install CMS to allow the traveling public to make informed decisions regarding their travel options. Total Construction Cost: $1,294,000. **Amend Resolution TLS1B-A-0809-002 to de-allocate $252,586 to reflect award savings.**	03-0L1914 ~~$1,165,000~~ **$912,414** CONST	2008-09 104-6064 TLSP	~~$1,165,000~~ **$912,414**
2 ~~$90,000~~ **$76,126** City of Hanford 06-Kings KCAG	In Hanford, on 12th Avenue, from Hanford-Armona to Home Depot, and Lacey Boulevard from 11th Avenue to 12th Avenue, and 11th Avenue from Hanford-Armona Road to Grangeville Boulevard. Outcome/Output: Reduce the number of accidents as verified by previous coordination projects in similar jurisdictions, reduce delays, reduce emissions, and other related benefits. Total Construction Cost: $160,000. **Amend Resolution TLS1B-A-0809-002 to de-allocate $13,874 to reflect award savings.**	06-4C2724 ~~$90,000~~ **$76,126** CONST	2008-09 104-6064 TLSP	~~$90,000~~ **$76,126**

2.5 Highway Financial Matters

Project # Allocation Amount Recipient Agency Dst-County RTPA/MPO	Corridor Name / Project Location	Dst-EA Prgm'd Amt Phase	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(7c)	**Financial Allocation Amendment - Proposition 1B - Traffic Light Synchronization Program (TLSP)**		**Resolution TLS1B-AA-1112-003,** Amending Resolution TLS1B-A-0809-003	
1 ~~$4,488,000~~ **$4,424,021** City of Corona 08-Riv RCTC	In Corona – ATMS Phase II. Outcome/Output: Interconnect and synchronize traffic signals and construct a regional intelligent transportation system that improves traffic flow, reduces traffic delays and fuel consumption, and decreases emissions. Total Construction Cost: $5,511,000 **Amend Resolution TLS1B-A-0809-003 to de-allocate $63,979 to reflect award savings.**	08-0G0404 ~~$4,488,000~~ **$4,424,021** CONST	2008-09 104-6064 TLSP	~~$4,488,000~~ **$4,424,021**
2 ~~$478,000~~ **$335,387** City of Murrieta 08-Riv RCTC	On Murieta Hot Springs Road. Outcome/Output: Replace existing signal controllers to improve traffic flow, reduce traffic delays, decrease emissions, and relieve congestion. Total Construction Cost: $597,000 **Amend Resolution TLS1B-A-0809-003 to de-allocate $142,613 to reflect award savings.**	08-0G0414 ~~$478,000~~ **$335,386** CONST	2008-09 104-6064 TLSP	~~$478,000~~ **$335,387**
3 ~~$640,000~~ **$447,268** San Diego Association of Governments 11-SD SANDAG	In National City and Chula Vista – Interstate 805 Corridor. Outcome/Output: Increase arterial operational efficiency and safety, enhance corridor mobility and reduce intersection delays. Total Construction Cost: $790,000 **Amend Resolution TLS1B-A-0809-003 to de-allocate $192,732 to reflect award savings.**	11-212964 ~~$640,000~~ **$447,268** CONST	2008-09 104-6064 TLSP	~~$640,000~~ **$447,268**

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Location	Dst-EA Prgm'd Amount Phase	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(7d)	**Financial Allocation Amendment - Proposition 1B - Traffic Light Synchronization Program (TLSP)**		**Resolution TLS1B-AA-1112-004** Amending Resolution TLS1B-A-0809-004	
4 ~~$500,000~~ **$414,111** City of Santa Clarita LACMTA 07- Los Angeles	In Santa Clarita. Outcome/ Output: Install wireless system detectors that will be integrated into the City's existing web-based traveler information system. This project will result in an average reduction of 48 incidents per year with potential savings of $5,517,000, since it will provide advance information to users so that they can change their trip accordingly. Total Construction Cost: $600,000. **Amend Resolution TLS1B-A-0809-004 to de-allocate $154,921 to reflect award savings.**	07-4U4164L ~~$500,000~~ **$414,111** CONST	2007-08 104-6064 TLSP	~~$500,000~~ **$414,111**

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Location	Dist-EA Prgm'd Amount Phase	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(7e)	**Financial Allocation Amendment - Proposition 1B - Traffic Light Synchronization Program (TLSP)**		**Resolution TLS1B-AA-1112-005** Amending Resolution TLS1B-A-0809-006	
1 ~~$180,000~~ **$178,319** City of Rancho Cordova SACOG 03-Sac	In Rancho Cordova, on Folsom Boulevard. Outcome/ Output**:** The new controllers will allow the City to select different return phases after a light rail preempt which will reduce overall signal delays on Folsom Boulevard. By improving traffic flow, this project will reduce the number of collisions caused by impatient drivers, and reduce emissions caused by idling vehicles. Total Construction Cost: $380,000. **Amend Resolution TLS1B-A-0809-006 to de-allocate $1,680 to reflect award savings.**	03-0L2001 ~~$180,000~~ **$178,319** CONST	2007-08 104-6064 TLSP	~~$180,000~~ **$178,319**
2 ~~$300,000~~ **$162,830** City of Tracy SJCOG 10-San Joaquin	In Tracy. Outcome/Output: The project will increase speed on the corridors by 15-20% and reduce delays on Grant Line Road. Total Construction Cost: $400,000. **Amend Resolution TLS1B-A-0809-006 to de-allocate $137,170 to reflect award savings.**	10-4A3174 ~~$300,000~~ **$162,830** CONST	2007-08 104-6064 TLSP	~~$300,000~~ **$162,830**
3 ~~$150,000~~ **$111,211** City of Tracy SJCOG 10-San Joaquin	In Tracy. Outcome/Output: The project will increase speed on the corridors by 15-20% and reduce delays on Tracy Boulevard. Total Overall Construction Cost: $160,000. **Amend Resolution TLS1B-A-0809-006 to de-allocate $38,790 to reflect award savings.**	10-4A3184 ~~$150,000~~ **$111,211** CONST	2007-08 104-6064 TLSP	~~$150,000~~ **$111,211**
4 ~~$120,000~~ **$38,956** City of El Cajon SANDAG 11- San Diego	In El Cajon. Outcome/ Output: The project will greatly improve the flow of traffic on Main Street and fill a gap of existing signal interconnect of Mollison Avenue. Total Construction Cost: $120,000. **Amend Resolution TLS1B-A-0809-006 to de-allocate $81,044 to reflect award savings.**	11-213004 ~~$120,000~~ **$38,956** CONST	2007-08 104-6064 TLSP	~~$120,000~~ **$38,956**
5 ~~$416,000~~ **$270,900** City of Santee SANDAG 11-San Diego	In Santee. Outcome/Output Upgrade signal traffic controllers and provide interconnect on Mission Gorge Road. Improve communication among traffic signals and to city hall. Signal coordination timing will be upgraded along the corridor, including Caltrans signals. The project will reduce delay and decrease emissions and congestion. Total Construction Cost: $520,000. **Amend Resolution TLS1B-A-0809-006 to de-allocate $145,100 to reflect award savings.**	11-956553 ~~$416,000~~ **$270,900** CONST	2007-08 104-6064 TLSP	~~$416,000~~ **$270,900**
6 ~~$116,000~~ **$80,680** City of Santee SANDAG 11-San Diego	In Santee. Outcome/Output: Upgrade signal traffic controllers and provide interconnect on Magnolia Avenue. Improve communication among traffic signals and to city hall. Signal coordination timing will be upgraded along the corridor, including Caltrans signals. The project will reduce congestion delay and decrease emissions and. Total Construction Cost: $145,000. **Amend Resolution TLS1B-A-0809-006 to de-allocate $35,320 to reflect award savings.**	11-956554 ~~$116,000~~ **$80,680** CONST	2007-08 104-6064 TLSP	~~$116,000~~ **$80,680**

2.5 Highway Financial Matters

Project # / Allocation Amount / Recipient Agency / RTPA/MPO / Dst-County	Project Location / Project Description	Dst-EA / Phase / Prgm'd Amount	Budget Year / Item # / Fund Type	Amount by Fund Type
2.5g.(7f)	**Financial Allocation Amendment - Delivered List Allocations: Proposition 1B - Traffic Light Synchronization Program Projects**		**Resolution TLS1B-AA-1112-006** Amending Resolution TLS1B-A-1011-002 and Resolution TLS1B-A-0910-001	
1 ~~$2,862,000~~ **$2,456,160** City of Sacramento SACOG 03-Sacramento	ITS Expansion Phase II. In Sacramento, on Florin Road, Folsom Boulevard, Fruitridge Road, Pocket Road/ Meadowview Road/Mack Road, Power Inn Road, West El Camino Avenue, and 65th Street/65th Street Expressway. Outcome/Output: Optimize and synchronize traffic signal timing and provide emergency vehicle preemption to reduce delays and emissions and improve safety. Total Construction Cost: $3,857,000. **Amend Resolution TLS1B-A-0910-001 to de-allocate $405,840 to reflect award savings.**	03-0L2124 CONST ~~$2,862,000~~ **$2,456,160**	2007-08 104-6064 TLSP	~~$2,862,000~~ **$2,456,160**
2 ~~$440,000~~ **$199,224** City of Culver City LACMTA 07-Los Angeles	In Culver City. Outcome/Output: Retiming all signalized locations. Benefits from a traffic signal optimization and synchronization effort has shown benefit cost rations that range from 15 to 40: 1 over the investment provided. Good movement as well as mass transit derives benefit from developing a highly responsive and efficient traffic signal control network on major and secondary roadways. Total Construction Cost: $550,000. **Amend Resolution TLS1B-A-0910-001 to de-allocate $240,776 to reflect award savings.**	07-4U4174L CONST ~~$440,000~~ **$199,224**	2007-08 104-6064 TLSP	~~$440,000~~ **$199,224**

Project # / Allocation Amount / Recipient Agency / RTPA/MPO / Dst-County	Project Location / Project Description	Dst-EA / Phase / Prgm'd Amount	Budget Year / Item # / Fund Type	Amount by Fund Type
2.5g.(7g)	**Delivered List Allocations: Proposition 1B - Traffic Light Synchronization Program Projects**		**Resolution TLS1B-AA-1112-007** Amending Resolution TLS1B-A-0910-002	
~~**5**~~ ~~$1,050,000~~ ~~City of Compton~~ ~~LACMTA~~ ~~07-Los Angeles~~	~~In the City of Compton. Outcome/Output: Improve safety on~~ **PROJECT 5 - RESCINDED** ~~Downtown Los Angeles, Ports of Long Beach and Los Angeles. Also, surrounded by 4 freeways~~. ~~Total Construction Cost: $1,462,500.~~	~~07-4U4234L~~ ~~000~~ ~~T~~	~~2008-09~~ ~~104-6064~~ ~~TLSP~~	~~$1,050,000~~

Project # / Allocation Amount / Recipient Agency / RTPA/MPO / Dst-County	Project Location / Project Description	Dst-EA / Phase / Prgm'd Amount	Budget Year / Item # / Fund Type	Amount by Fund Type
2.5g.(7h)	**Financial Allocation Amendment - Delivered List Allocations: Proposition 1B - Traffic Light Synchronization Program (TLSP) Projects**		**Resolution TLS1B-AA-1112-008** Amending Resolution TLS1B-A-1011-001	
1 ~~$21,400,000~~ **$18,718,405** Alameda County Congestion Management Agency MTC 04-Alameda	In Alameda and Contra Costa Counties. Outcome/Output: Install signal interconnects on crossing arterials, emergency vehicle preemption Transit Signal Priority system on crossing arterial intersections, trailblazers for incident management, closed circuit television pan-tilt-zoom cameras at various locations, system wide detections system, additional left-turn movement at Powell Street and I-80 westbound on-ramp, incident management at various locations, pedestrian push buttons at various locations, various traffic improvements (including pedestrian signals, left turn signals, transit information signs, speed feedback signs), LCD television and kiosk Total Construction Cost: $21,679,000. **Amend Resolution TLS1B-A-1011-001 to de-allocate $2,681,595 to reflect award savings.**	04-925692L $17,679,000 CONST	2010-11 104-6064 TLSP	~~**$21,400,000**~~ **$18,718,405**

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(8)	**Proposition 1B – State Administered Intercity Rail Projects**			**Resolution ICR1B-A-1112-02**
1 $42,000,000 Department of Transportation Caltrans 75-Various	Procure New Rail Cars. Purchase of new bi-level passenger railcars and diesel-electric locomotives. (CEQA – PRC, 21080(b)(10)) (NEPA – CE, 23 CFR 771.117(c)(17)) Contributions from other sources: $168,000,000. Outcome/Output: The project will provide new capacity on existing trainsets, replace borrowed Amtrak equipment, and replace aging State-owned locomotives.	ICR/11-12 CONST $150,000,000 0012000128 S RA01BA	2011-12 304-6059 PTMISEA 30.20.090.000	$42,000,000 (partial)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a)	**Proposition 1B – Locally Administered State-Local Partnership Program (SLPP) Projects off the State Highway System**			**Resolution SLP1B-A-1112-10**
1 $750,000 City of Hanford KCAG 06-Kings	12th Avenue Widening. Grangeville Boulevard to Fargo Avenue improvements to include widening of roadway from 2 to 4 travel lanes and installation of curb, gutter, sidewalk, landscaped medians, and street lights in the city of Hanford. (Contributions from local sources: $1,550,000.) (CEQA – ND, 09/20/11.) (Concurrent Future Consideration of Funding – Resolution E-11-91, December 2011.) Outcome/Output: Per the City, this project will add additional travel lane capacity (two lanes each direction) thereby reducing travel delays and associated green house gases. This project will also improve safety by installing raised median to separate NB and SB traffic and to prohibit left turn movements onto 12th Avenue from residences fronting streets. Sidewalks, bike lanes, street lighting and traffic improvements will allow pedestrians and bicyclists to utilize the roadway safely.	SLPP/10-11 CONST $750,000 0600020675	2011-12 104-6060 SLPP 20.30.210.200	$750,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10b)	**Proposition 1B – Locally Administered SLPP Transit Projects**			**Resolution SLP1B-A-1112-11**
1 $4,870,000 Sonoma-Marin Area Rail Transit District MTC 04-Sonoma-Marin	**Sonoma-Marin Area Rail Transit** Implementation of the Initial Operating Segment along the 37 mile segment of the SMART corridor, including construction of seven stations between Santa Rosa and San Rafael. (Contributions from other sources: $116,520,000.) (Concurrent Proposition 116 Allocation Request under Resolution BFP-11-01; December 2011.) Outcome/Output: Reduce greenhouse gas emissions by 124,000 pounds per day and reduce vehicle miles traveled by approximately 1.3 million car trips annually on Highway 101.	SLPP/11-12 CONST ~~$8,690,000~~ **$4,870,000** 0412000221 S R253GB	2011-12 104-6060 SLPP 30.10.724.000	$4,870,000

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Dist-PPNO PUC Code PA # EA Prgm'd Amount	Fund Type Program Code	Amount by Fund Type
2.6b.(1) Proposition 116 – Allocation Amendment - Locally Administered Transit Projects				**Resolution BFA-11-01** Amending Resolution BFP-09-06
1 ~~$28,000,000~~ **$5,000,000** Sonoma-Marin Area Rail Transit District MTC 04-Sonoma-Marin **Amending Resolution BFP-09-06**	**Sonoma-Marin Area Rail Transit** Implementation of passenger rail service along 70 miles of the corridor, including 14 rail stations. Amend BFP-09-06 to de-allocate $5,000,000 from PS&E and $18,000,000 from R/W. Due to cost increases on the overall project, the project is being segmented. (Concurrent Proposition 116 Programming Request under Resolution PA-11-02; December 2011.) BFP-09-06 / Original / Amended Design (PS&E) / $10,000,000 / $5,000,000 Right of Way / $18,000,000 / $0 Total Allocation / $28,000,000 / $5,000,000 Outcome/Output: ~~Acquire right-of-way for maintenance facility site and four stations.~~ Complete design work of bridges, pavement, stations and storage facility **for the Initial Operating Segment.**	P116/11-12 04-TO300 PUC 99639(a) PA-11-02 R2536A PS&E ~~$10,000,000~~ **$5,000,000** R/W ~~$18,000,000~~ **$0**	P116 30.10.070.000	~~$28,000,000~~ **$5,000,000**

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Dist-PPNO PUC Code PA # EA Progm'd Amount	Fund Type Program Code	Amount by Fund Type
2.6b.(2) Proposition 116 Allocation - Locally Administered Transit Projects				**Resolution BFP-11-01**
1 $23,000,000 Sonoma-Marin Area Rail Transit District MTC 04-Sonoma-Marin	**Sonoma-Marin Area Rail Transit** Implementation of passenger rail service along 70 miles of the SMART corridor, including 14 rail stations. This allocation will fund the Initial Operating Segment (IOS) of the SMART Commuter Rail and Pathway project, including 37 miles and seven stations. (Concurrent Proposition 116 Programming Request under Resolution PA-11-02; December 2011.) (Concurrent SLPP Allocation Request under Resolution SLP1B-A-1112-11; December 2011) Outcome/Output: Complete construction of the IOS to extend the SMART Commuter Rail and Pathway project south 37 miles from downtown Santa Rosa, in Sonoma County, to downtown San Rafael, in Marin County.	P116/11-12 04-TO300 PUC 99639(a) PA-11-02 R2536A CONST $23,000,000	P116 30.10.070.000	$23,000,000

Project # Allocation Amount Implementing Agency District-County	BREF # and Project Description Description of Allocation	Item # Program Code	Total Allocation Amount
2.6e. Financial Allocation Amendment - Traffic Congestion Relief Program Allocation			**Resolution TFP-11-06**
1 $8,000,000 Los Angeles County Metropolitan Transportation Authority 07- Los Angeles	**Project #39 – Route 405 – Add Carpool Lane from Route-10 to Route 101 (Northbound) (PPNO 0851G)** Allocate $8,000,000 per approved TCRP Allocation Plan. **This is a Tier 1 project.**	Chapter 91 of the Statutes of 2000 889-3007 TCRF 30.10.710.010	$8,000,000

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6f.(1)	**Proposition 1A – High-Speed Passenger Train Bond Program - Intercity**		**Resolution HST1A-A-1112-03**	
1 $11,010,000 Department of Transportation Caltrans 75-Various	San Onofre to San Diego Positive Train Control. Installation of Positive Train Control (PTC) on the San Luis Obispo-Los Angeles-San Diego rail corridor from San Onofre to downtown San Diego. (CEQA – CE, 15301) (NEPA – Exempt; 23 CFR 771.117(c)(8)) Outcome/Output: Project will improve safety along the line and permit speeds up to 90mph. Positive Train Control also provides the potential for increased frequencies and on-time performance on the interconnected intercity and commuter rail system in the southern California basin.	HSR/11-12 CONST $11,010,000 0000020653 S R004HA	2011-12 304-6043 HSPTBF 30.20.100.000	$11,010,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Location Project Description	Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6f.(2)	**Proposition 1A–High-Speed Passenger Train Bond Program- Positive Train Control– Urban/Commuter**		**Resolution HST1A-A-1112-04**	
1 $7,000,000 North County Transit District SANDAG 11-San Diego	Positive Train Control Installation of Positive Train Control (PTC) on the San Luis Obispo - Los Angeles - San Diego rail corridor from San Onofre to downtown San Diego. (CEQA – CE, 6004) Outcome/Output: Project will improve safety along the line and permit speeds up to 90mph. Positive Train Control also provides the potential for increased frequencies and on-time performance on the interconnected intercity and commuter rail system in the southern California basin.	HSR/11-12 CONST $7,000,000 1112000074 S R257GB	2011-12 104-6043 HSPTBF 30.10.100.000	$7,000,000

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State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.4a
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Brent Green
Chief
Division of Right of Way
and Land Surveys

Subject: **RESOLUTION OF NECESSITY - APPEARANCE**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt Resolution of Necessity (Resolution) C-20688 summarized on the following page. This Resolution is required for widening and reconstructing the 101 Freeway Wilfred Avenue interchange in Rohnert Park in Sonoma County.

ISSUE:

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

1. The public interest and necessity require the proposed project.
2. The proposed project is planned and located in a manner that will be most compatible with the greatest public good and the least private injury.
3. This property is necessary for the proposed project.
4. An offer to acquire the property in compliance with Government Code Section 7267.2 has been made to the owner of record.

In this case, the property owner is contesting the Resolution and has requested a written appearance before the Commission to challenge the outstanding issues. At the request of the property owner, objections to the Resolution have been submitted in writing in lieu of a personal appearance before the Commission. The owner's objections are included as Attachment A. The Department's responses to the owner's objections are contained in Attachment B.

BACKGROUND:

Discussions have taken place with the owner, who has been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which the owner may subsequently be entitled. Adoption of the Resolution will not interrupt the Department's efforts to secure an equitable settlement. In accordance with statutory requirements, the owner has been advised that the Department is requesting the Resolution at the Commission's

December 14-15, 2011 meeting. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-20688 – Carinalli Liquidating Trust
04-Son-101 - PM 15.3 - Parcel 60202-1 - EA 129659.
Right of Way Certification Date: July 30, 2008; Ready to List Date: August 15, 2008.
Freeway-widen and reconstruct interchange. Authorizes condemnation of land in fee for a State highway. Located in the city of Rohnert Park at 4600 Redwood Drive.
Assessor's Parcel Number 045-033-035.

Attachments:
Attachment A – Owner's Written Objections dated September 23, 2011
Attachment B - Department Response dated September 28, 2011
Attachment C - Fact Sheet
Exhibits A, B, C, D - Maps

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September 23, 2011

39202-00002

VIA E-MAIL (bimla.rhinehart@dot.ca.gov) & FEDERAL EXPRESS
Ms. Bimla Rhinehart, Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, CA 95814

VIA U.S. MAIL
Ms. Bimla Rhinehart, Executive Director
California Transportation Commission
P.O. Box 942873 (MS-52)
Sacramento, CA 94273-0001

Re: Request for Written Approval
04-Son-101-PM 15.3
EA 129652
Project #0400000391-2
Parcel 60202
Carinalli Liquidating Trust, et al.

Dear Ms. Rhinehart:

Please take notice that Carinalli Liquidating Trust ("Owner") hereby requests to appear by written appearance before the California Transportation Commission ("CTC") at its meeting being held on October 26-27, 2011 in Sacramento, California so as to object the CTC's proposed Resolution of Necessity ("Resolution") to exercise the right of eminent domain to acquire that certain real property interest in the parcel described as Assessor's Parcel Co. 60202 ("Parcel"). Owner's written appearance and objection to the Resolution, which sets forth Owner's statement of conditions which it feels are pertinent to the Parcel, is attached hereto as Exhibit A. Owner submits said written appearance and objection in lieu of a live appearance at the hearing and requests that its written appearance be made part of the official public record in these matters and brought to the attend of the CTC.

Thank you for your attention to these matters.

Very truly yours,

Anne Morrison Epperly

Anne Morrison Epperly
for
LUCE, FORWARD, HAMILTON & SCRIPPS LLP

AME/jk
Enclosure

Attachment A

EXHIBIT A

WRITTEN APPEARANCE AND STATEMENT AT HEARING REGARDING PROPOSED RESOLUTION OF NECESSITY BY THE CALIFORNIA TRANSPORTATION COMMISSION TO EXERCISE THE RIGHT OF EMINENT DOMAIN TO ACQUIRE THAT CERTAIN REAL PROPERTY INTEREST IN THE PARCEL DESCRIBED AS ASSESSOR'S PARCEL NO. 60202

The undersigned legal counsel for the Carinalli Liquidating Trust ("Owner") hereby appears by written appearance at the hearing being held on October 26-27, 2011 by the California Transportation Commission at the Sacramento Convention Center located at 1300 J Street, Room 306 in Sacramento, California and on behalf of the Owner, and states the following:

1. The California Department of Transportation ("Caltrans") is not authorized to exercise the power of eminent domain for the purpose stated in its Proposed Resolution of Necessity ("Proposed Resolution") in that the Proposed Resolution, or any other document purporting to justify this action by the Caltrans, does not state facts sufficient to constitute a right to take land for the construction of that certain project number 0400000391-2 (the "Project").

2. The stated purpose is not a public use in that Caltrans has not stated within the Proposed Resolution, or within any other document or statement, facts sufficient to constitute or show a right to so construct the Project.

3. The public interest, convenience and necessity do not require the Project.

4. The Project as planned and located, is not planned and located in the manner that will be the most compatible with the greatest public good and the least private injury such that there is a reasonable probability that at some time in the near future, after the construction of the Project, it is highly likely that the Project will result in damage to the Owner's property.

5. The property sought to be acquired is not necessary for the Project for the reasons stated elsewhere and herein and for other good and sufficient reasons.

6. Compliance has not been made with Government Code Section 7267.2; an adequate written statement of the basis of the City's offer for the property has not been made and furnished to the undersigned; a reasonable offer in compliance with Code of Civil Procedure 1245.230 and Government Code Section 7267.2 has not been made.

7. There is no reasonable probability of use of the said real property for the said purpose within the applicable period of time.

8. Adoption of the Proposed Resolution will constitute a gross abuse of discretion within the meaning of California Code of Civil Procedure Section 1245.255 for the reasons stated elsewhere and herein, and for other good and sufficient reasons.

9. Caltrans has not complied with the Agreement for Possession and Use dated June 27, 2008 by and between the State of California, Department of Transportation and K 4

Corporation doing business as Sonoma Mortgage and Investment Company, Clement C. Carinalli and Ann Marie Carinalli, in that Caltrans has failed to negotiate in good faith with Owner to acquire an interest in the Parcel No. 60202 by direct purchase.

10. All other grounds provided or allowed by law.

11. Caltrans' offer of compensation to Owner failed to comply with the California Government Code and other requirements of law in that, among other things, it failed to include an explanation as to why business and goodwill damages are not relevant to the determination of the value of the property sought to be acquired, failed to include an explanation and analysis as to why the condemning agency failed to include severance damages incurred by the remaining property and failed to include an adequate explanation of the reasons why Caltrans offer is fair and reasonable and should be acceptable to Owner.

Dated: September 23, 2011

Carinalli Liquidating Trust

By LUCE, FORWARD, HAMILTON & SCRIPPS, LLP

Anne M. Epperly

Anne Morrison Epperly, Attorneys for Carinalli Liquidating Trust

301283470.1

Attachment A

DEPARTMENT OF TRANSPORTATION
DISTRICT 4
P. O. BOX 23440
OAKLAND, CA 94623-0440
PHONE (510) 286-5400
FAX (510) 286-5482

Flex your power!
Be energy efficient!

September 28, 2011

Ms. Bimla Rhinehart
Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS 52)
Sacramento, CA 95814

Dear Ms. Rhinehart:

This is in response to the September 23, 2011 Written Appearance and Statement at Hearing filed by the Luce Forward law firm ("Luce firm") on behalf of the Bankruptcy Trustee for the Carinalli Liquidating Trust. Based on a September 23, 2011 telephone conversation with the Luce firm, the Department understands the Luce firm has prepared a written appearance only to preserve its client's rights and does not want the Department's Resolution of Necessity to be pulled from the Commission's agenda. Further, based on the parties' earlier communications, the Department accepted service on August 30, 2011 of the Luce firm's August 22 lawsuit with the understanding the Department will file its responsive pleading in Sonoma Superior Court on Friday, October 14, 2011.

The Department provides the following background information for mere clarification only – nothing in this response is intended nor should be construed as an exhaustive recitation of admissible evidence. Instead, the Department's intent in preparing this response is to mirror that of the Carinalli Liquidating Trust's – e.g., to preserve and protect both parties' rights, obligations, and duties, as well as to preserve and maintain all available rights and defenses under applicable laws, statues and regulations. As such, the Department respectfully submits the following with the caveat that additional facts, besides those provided below, may become available as litigation proceeds.

The Department started the appraisal and acquisition process in January 2007 with Mr. Curtis Clemmer, the confirmed owner of record according to the County tax rolls. It was Mr. Clemmer who advised the Department that the three signboards situated within the proposed right of way were on a recorded easement owned by Clement and Ann Marie Carinalli. The Department gave notice to the Carinallis of its intent to appraise in May 2007. At the Department's first meeting with Mr. Carinalli in August 2007 to present its offer, Mr. Carinalli advised the Department that Mr. Clemmer had defaulted on his mortgage in late 2006 and that fee title now vested in Mr. Carinalli's business, presumably K-4 Corporation DBA Sonoma Mortgage and Trust Company. Based on this new title information, the Department amended its appraisal to value the fee area as a fee simple estate and the easement as a leased fee estate. A title search later determined that the

Attachment B

chain of title had not been clearly established, because Sonoma Mortgage and Trust had attempted to vest the property in its name when it was not legally capable of holding title under California law. Mr. Carinalli subsequently negotiated and executed a Possession and Use Agreement with the Department in June 2008 giving the Department physical possession of the identified right of way upon release from escrow of the Department's deposit of $256,500.00 representing the Department's offer of just compensation and waiving his right to challenge the necessity of the taking in any future condemnation proceedings. Said release to / withdrawal by Mr. Carinalli of the $256,500 from escrow was made on September 9, 2008 when title was cleared and the Memorandum for the Possession and Use Agreement was recorded with Sonoma County.

At the time of the execution of the Possession and Use Agreement, Mr. Carinalli advised the Department that he had re-negotiated his lease agreements with CBS Outdoor Inc., the owner of three signboards effective March 1, 2008. He requested the Department evaluate those leases and if appropriate, revise the Department's valuation of the easement. Although Mr. Carinalli's attorney had inserted language into the Possession and Use Agreement that called for the Department to commence condemnation proceedings if no settlement had been reached by December 31, 2008, it was understood that the condemnation action would be stayed until a decision on the new leases was dtermined. After a thorough investigation into the validity of the leases and their role in determining the value of the right of way, Mr. Carinalli was notified in May 2010 that the new leases could not be considered void of project influence since they were executed six months after both Mr. Carinalli and CBS Outdoor had received the Department's offer of compensation. It was after this notification that Mr. Carinalli advised the Department of his existing involuntary bankruptcy proceeding filed in November 2009. The Department indicated it would then go forward with condemnation, but Mr. Carinalli requested the Department wait until the pending bankruptcy repayment plan was approved (November 2010). The Department's requests for important information regarding the bankruptcy went unanswered by Mr. Carinalli until Counsel for the Bankruptcy Trustee contacted the Department in February 2011. The Department and the Trustee have attempted to find common ground to resolve the parties' differences, but have been unsuccessful. The decision to file for a resolution was done with the Trustee's knowledge and with the Department's understanding that the Trustee would pursue its lawsuit – a courtesy copy of which had been previously provided to the Department. The Department understands that any condemnation action beyond the issuance of the Resolution of Necessity is subject to the consent of the Federal Bankruptcy Court handling the Carinalli bankruptcy.

In its statement, the Trustee makes several claims as to why the Resolution has no merit. In response to these claims, the Department asserts that it is in compliance with California Code of Civil Procedure Section 1240.030 based on the following facts:

- The Department's right to acquire the identified right of way requirements is justified under Streets and Highway Code Article 3, section 104 and confirmed in the certificate of necessity for the Wilfred Avenue/Golf Course Drive Interchange Project (The "Project"). Said necessity is clearly supported by the Project's plans. This information was previously

Attachment B

provided to Mr. Carinalli and to CBS Outdoor, Inc., during the appraisal and acquisition process. Based on the extensive communications, it was and is reasonable that Mr. Carinalli and CBS Outdoor knew of the Project, the necessity of the Project and the proposed right of way and that the control of Mr. Carinalli's assets by the Federal Bankruptcy Trustee does not negate this nexus.

- The stated purpose for the Project has been clearly established as the Project addresses a critical need for major transportation improvements in Sonoma County along the corridor for State Route 101. This project is one of several identified in the Sonoma County Transportation Authority's and Metropolitan Transportation Commission's Route 101 Corridor Plan developed in conjunction with the Department of Transportation as part of the Federal and State Transportation Improvement Programs.

- Said public improvement project was developed with public input through publicly held meetings, including the City of Rohnert Park, Sonoma County, and private citizens taking into account the need to develop a project that was the most compatible with the public good and the least private injury.

- The Department's proposed right of requirement represents 151,510 square feet running along the easterly boundary of the 14 acre undeveloped parcel known as Assessor's Parcel Number 045-033-035 or State Parcel 60202. During the appraisal process, exhaustive research was completed to identify any possible or probable damage as a result of the Project. The highest and best use determination of rural residential was supported and justified by local zoning laws and through numerous discussions with local and county planners. Those same discussions verified that there would be no loss of utility or use to the remainder after the Project thus a determination was made that no severance damages exist. The Department does not believe, based on currently available information, that there is a right to loss of goodwill. As the owner of vacant/undeveloped land, Mr. Carinalli does not own a business on the property but leased a portion of his land to CBS Outdoor, Inc. It was CBS Outdoor who experienced the loss of goodwill when its business activity on the property: leased advertising space: was terminated by the commencement of the project. (It should be noted that under Sonoma County zoning regulations, the signboards were situated in a scenic corridor and could not be relocated outside of the right of way.) Department reached a negotiated settlement with CBS in October 2010.

- All presentations of the Department' valuations were made in compliance with a property owner's rights under 49 CFR 24.102(e). At the time of the first written offer, owners were entitled to receive the Department's valuation in the form of the Appraisal Summary

Attachment B

Statement. Since the property being appraised was vacant land, State law did not require the Department afford Mr. Carinalli the opportunity to read the Department's appraisal report and Mr. Carinalli did not elect to present the Department with an independent appraisal.

- The property in question was utilized in a timely manner. The Project was certified within six weeks after the Possession and Use Agreement was signed. Construction commenced on or about May 14, 2009 and the target completion is December 2011. The advertising signs were permitted to remain on site until the start of construction and the Department agreed to let Mr. Carinalli receive the signboard rent until the signs were removed by CBS Outdoor with Mr. Carinalli's knowledge.

Sincerely,

MARK L. WEAVER
Deputy District Director
Right of Way and Land Surveys

cc: Ms. Anne Morrison Epperly, Attorney, LUCE, FORWARD, HAMILTON & SCRIPPS LLP

Attachment B

Resolution of Necessity Appearance Fact Sheet

PROJECT DATA	**4- SON-101 PM 15.3** *Project No. 0400000391-2 (EA 129659)*	
Location:	*US Route 101 in Sonoma County in and near the City of Rohnert Park*	
Limits:	*Rohnert Park Expressway Overcrossing to Santa Rosa Ave. Overcrossing*	
Contract Limits:	*N/A*	
Cost:	Right of Way: $3,000,000.00; Construction $27,800,000.00	
Funding Source:	State Transportation Improvement Program Corridor Mobility Improvement Account Measure M Sales Tax (Sonoma County)	
Number of Lanes:	Existing:	*Two northbound mixed flow lanes* *Two southbound mixed flow lanes*
	Proposed:	*Two northbound mixed flow lanes, one northbound high occupancy vehicle lane, Two southbound mixed flow lanes, one southbound high occupancy vehicle lane*
Proposed Major Features:	Interchanges:	*New Wilfred Avenue/Golf Course Drive Interchange*
	Other:	*Southbound collector-distributor road between Golf Course Drive/Wilfred Avenue and Santa Rosa Avenue; Southbound auxiliary lane between Rohnert Park Expressway and Golf Course Drive/Wilfred Avenue; Northbound auxiliary lane between Rohnert Park Expressway and Santa Rosa Avenue.*
Traffic:	Existing (2001): 123,000 *Annual Daily Traffic* Proposed (2030): 178,000 *Annual Daily Traffic*	
PARCEL DATA		
Property Owner:	*Carinalli Liquidating Trust*	
Parcel Location:	*4600 Redwood Drive, Rohnert Park*	
Present Use:	*Vacant land*	
Area of Property:	*14.08 acres*	
Area Required:	*60202-1 151,510 square feet in fee*	

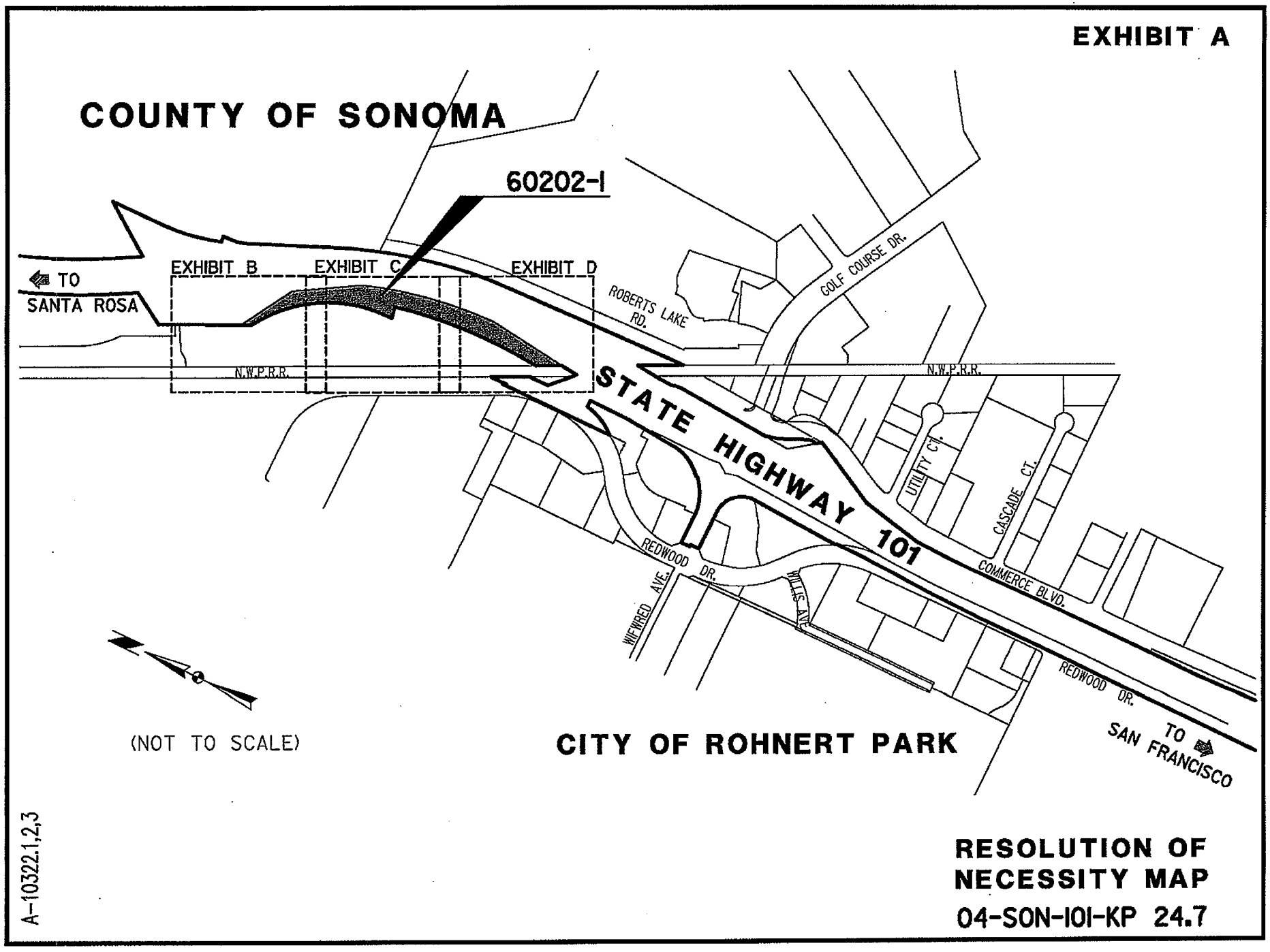


EXHIBIT A
COUNTY OF SONOMA
60202-I
EXHIBIT B
EXHIBIT C
EXHIBIT D
TO SANTA ROSA
N.W.P.R.R.
ROBERTS LAKE RD.
GOLF COURSE DR.
STATE HIGHWAY 101
UTILITY CT.
CASCADE CT.
COMMERCE BLVD.
REDWOOD DR.
WILFRED AVE.
WILLIS AVE.
REDWOOD DR.
TO SAN FRANCISCO
(NOT TO SCALE)
CITY OF ROHNERT PARK
A-10322.1,2,3
RESOLUTION OF NECESSITY MAP
04-SON-101-KP 24.7

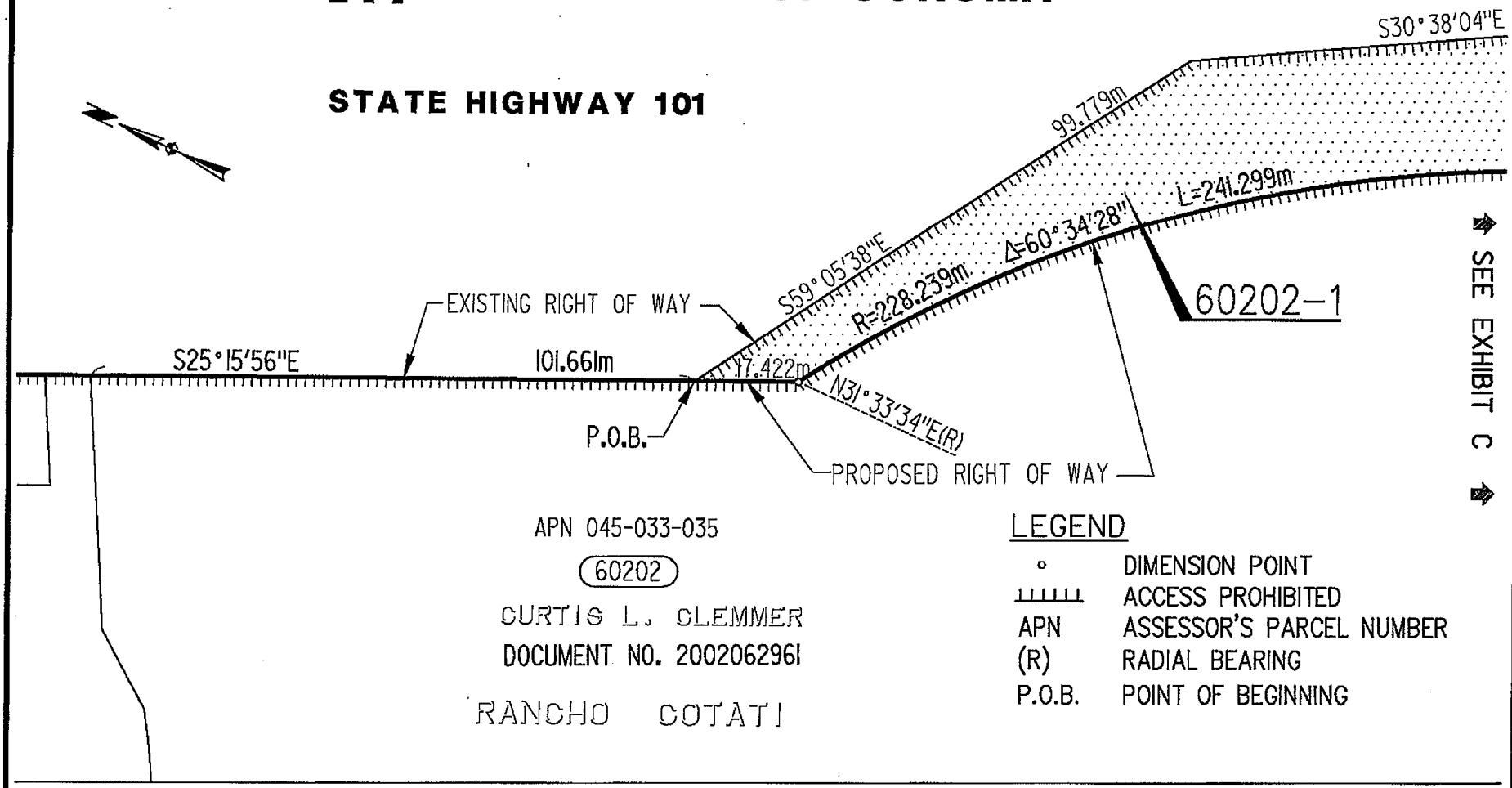
Exhibit A

COORDINATES, BEARINGS AND DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 ZONE 2. MULTIPLY DISTANCES SHOWN BY 1.00000543 TO OBTAIN GROUND LEVEL DISTANCES.

Caltrans Metric

COUNTY OF SONOMA

EXHIBIT B



LEGEND

∘	DIMENSION POINT
⊥⊥⊥⊥⊥	ACCESS PROHIBITED
APN	ASSESSOR'S PARCEL NUMBER
(R)	RADIAL BEARING
P.O.B.	POINT OF BEGINNING

N.W.P.R.R.

A-10322.1,2,3

SCALE IN METERS
1:1000
0 20 40 60

RESOLUTION OF NECESSITY MAP
04-SON-101-KP 24.7

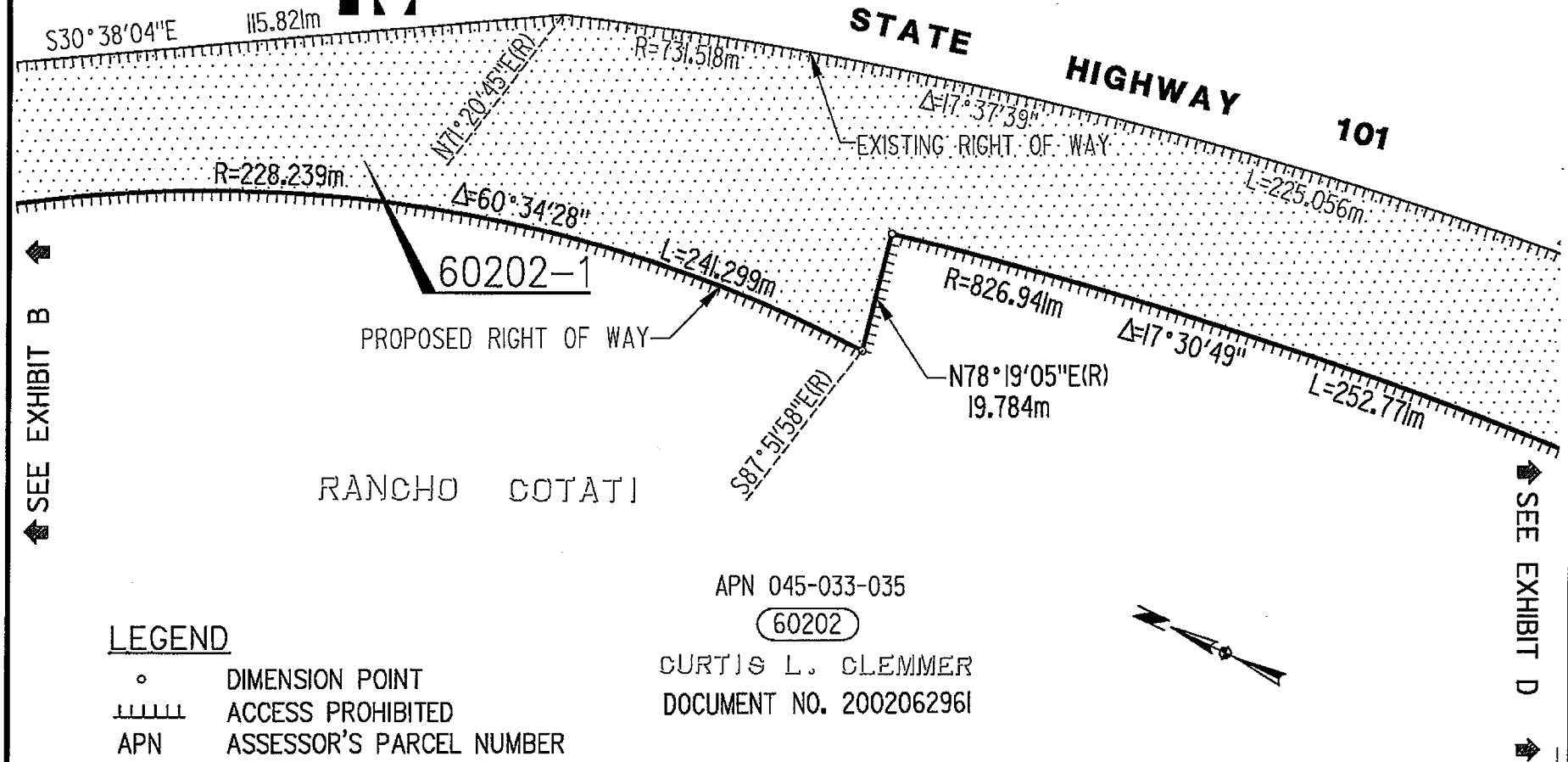
Exhibit B

COORDINATES, BEARINGS AND DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 ZONE 2. MULTPLY DISTANCES SHOWN BY L00000543 TO OBTAIN GROUND LEVEL DISTANCES.

Caltrans Metric

COUNTY OF SONOMA

EXHIBIT C



APN 045-033-035

(60202)

CURTIS L. CLEMMER

DOCUMENT NO. 200206296I

LEGEND

∘	DIMENSION POINT
⊥⊥⊥⊥⊥	ACCESS PROHIBITED
APN	ASSESSOR'S PARCEL NUMBER
(R)	RADIAL BEARING

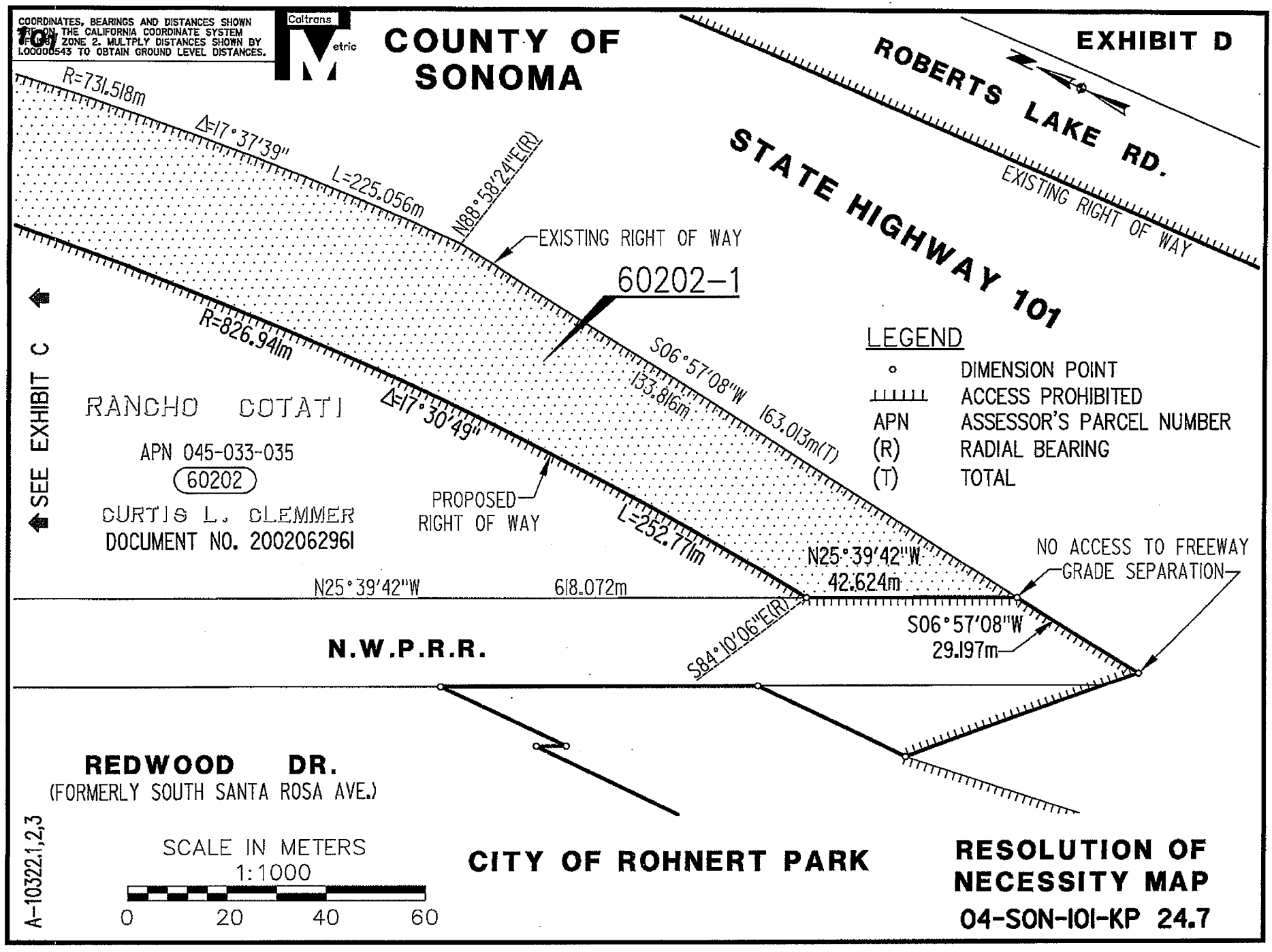
N.W.P.R.R.

SCALE IN METERS
1:1000
0 20 40 60

A-10322.1,2,3

RESOLUTION OF NECESSITY MAP
04-SON-101-KP 24.7

Exhibit C


COORDINATES, BEARINGS AND DISTANCES SHOWN THEREON, THE CALIFORNIA COORDINATE SYSTEM 1983 ZONE 2. MULTPLY DISTANCES SHOWN BY 1.00000543 TO OBTAIN GROUND LEVEL DISTANCES.
Caltrans
Metric
COUNTY OF SONOMA
EXHIBIT D
ROBERTS LAKE RD.
EXISTING RIGHT OF WAY
STATE HIGHWAY 101
R=731.518m
Δ=17°37'39"
L=225.056m
N88°58'24"E(R)
EXISTING RIGHT OF WAY
60202-1
R=826.941m
Δ=17°30'49"
S06°57'08"W
133.816m
163.013m(T)
LEGEND
DIMENSION POINT
ACCESS PROHIBITED
APN ASSESSOR'S PARCEL NUMBER
(R) RADIAL BEARING
(T) TOTAL
SEE EXHIBIT C
RANCHO COTATI
APN 045-033-035
60202
CURTIS L. CLEMMER
DOCUMENT NO. 2002062961
PROPOSED RIGHT OF WAY
L=252.771m
N25°39'42"W
42.624m
NO ACCESS TO FREEWAY
GRADE SEPARATION
N25°39'42"W
618.072m
S84°10'06"E(R)
S06°57'08"W
29.197m
N.W.P.R.R.
REDWOOD DR.
(FORMERLY SOUTH SANTA ROSA AVE.)
SCALE IN METERS
1:1000
0 20 40 60
CITY OF ROHNERT PARK
RESOLUTION OF NECESSITY MAP
04-SON-101-KP 24.7
A-10322.1,2,3

MINUTES

CALIFORNIA TRANSPORTATION COMMISSION

http://www.catc.ca.gov

October 26-27, 2011
Sacramento, California

Wednesday, October 26, 2011

1:30 p.m. **Commission Meeting**
Sacramento Convention Center
1300 J Street, Room 306
Sacramento, CA

1:30 pm	**GENERAL BUSINESS**

1	Roll Call	1.1	Dario Frommer	**I**	**C**

CHAIR DARIO FROMMER	
COMMISSIONER BOB ALVARADO	Absent
COMMISSIONER DARIUS ASSEMI	
COMMISSIONER YVONNE B. BURKE	
COMMISSIONER LUCETTA DUNN	
COMMISSIONER JIM EARP	
COMMISSIONER JIM GHIELMETTI	
COMMISSIONER CARL GUARDINO	
COMMISSIONER FRAN INMAN	
COMMISSIONER JOSEPH TAVAGLIONE	
TOTAL	**Present: 9** **Absent: 1**
Senator Mark DeSaulnier, Ex-Officio	Absent
Assembly member Bonnie Lowenthal, Ex-Officio	Absent

	Resolutions of Necessity - Appearances

2 **8 Ayes**	Resolution of Necessity – Appearance -- E.H. Summit Inc., a California Corporation 07-LA-405-PM 33.2 Resolution C-20620	2.4a.	Stephen Maller Brent Green	**A**	**D**

Recommendation: approval
Action Taken: approved
Motion: Ghielmetti
Second: Tavaglione

Tab # / Time	Item Description	Ref. #	Presenter	Status*	

Vote result: 9-0
Absent: Alvarado

	GENERAL BUSINESS				
3	Approval of Minutes for September 14-15, 2011	1.2	Dario Frommer	A	C

Recommendation: approval
Action Taken: approved
Motion: Dunn
Second: Burke
Vote result: 9-0
Absent: Alvarado

4	Executive Director's Report - Adoption of 2011 Annual Report	1.3	Bimla Rhinehart	A	C

CTC Executive Director Bimla Rhinehart introduced a new CTC staff member, Rosemary Mejia. She asked the Commission to approve the 2011 annual report and to delegate authority to the CTC staff to make minor edits to the report.

Recommendation: approval of 2011 annual report and delegation of authority to make minor report edits to CTC staff
Action Taken: approved
Motion: Dunn
Second: Tavaglione
Vote result: 9-0
Absent: Alvarado

5	Commission Reports	1.4	Dario Frommer	A	C

Chair Frommer expressed condolences for Larry Zarian's death and noted that the meeting would be adjourned in his memory.

6	Commissioners' Meetings for Compensation	1.5	Dario Frommer	A	C

Recommendation: approval
Action Taken: approved
Motion: Ghielmetti
Second: Tavaglione
Vote result: 9-0
Absent: Alvarado

	BUSINESS, TRANSPORTATION & HOUSING AGENCY REPORT				
7	Report by Agency Secretary and/or Deputy Secretary	1.6	Traci Stevens	I	B

Secretary Stevens reported that a bond sale had taken place and deferred to Malcolm Dougherty to report the details.

	CALTRANS REPORT				
8	Report by Caltrans' Director and/or Deputy Director	1.7	Malcolm Dougherty	I	D

Director Dougherty expressed condolences for Larry Zarian's death. He also reported that the State Treasurer had sold bonds and that the Department would receive about $450 million. He reported on several groundbreakings he had attended and highlighted several items on that day's agenda.

	LOCAL REPORTS

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
9	Report by Regional Agencies Moderator	1.8	Jose Nuncio	**I**	**R**

Jose Nuncio expressed condolences for Larry Zarian's death. He reported that the RTPA group had met that morning and discussed bond issuance and potential allocations, programming and use of federal funds, and the statewide needs assessment.

10	Report by Rural Counties Task Force Chair	1.9	Lisa Davey-Bates	**I**	**R**

Lisa Davey-Bates reported that the RCTF had met on September 16, where they had discussed the statewide needs assessment. She expressed appreciation for the work put into the annual report, and expressed concern regarding policy recommendation #4 in Chapter 7 of the report.

11	Report by Self-Help Counties Coalition Chair	1.10	Anne Mayer	**I**	**R**

Anne Mayer discussed bond projects, project initiation documents, and the upcoming Focus on the Future conference to be held in November.

	FHWA REPORT

12	Report by Federal Highway Administration Division Administrator	1.11	Vincent Mammano	**I**	**R**

Mr. Mammano reported that over $3 billion in federal funds had been obligated the previous year. He also discussed the President's Jobs Act, toll credits, and introduced new FHWA staff.

	POLICY MATTERS

13	State and Federal Legislative Matters	4.1	Annette Gilbertson	**I**	**C**

CTC Associate Deputy Director Annette Gilbertson provided a status update on bills being tracked by the CTC. She reported that a new legislative session would begin January 4.

14	Budget and Allocation Capacity Update	4.2	Mitchell Weiss Steven Keck	**I**	**D**

Caltrans Division Chief of Budget Steven Keck provided an update via Power Point slides.

15	Update on Projects Delivered But Not Yet Allocated	4.12	Laurel Janssen Rachel Falsetti	**A**	**D**

Recommendation: allocation of all projects except projects listed in Attachment 8 and also projects #5 and #10 on Attachment 3*
This item returned later in the meeting when Ms. Janssen noted that project 6 listed in Attachment 3 had already been obligated with federal funds. The project was rescinded from the vote.
Action Taken: projects #5, 6, and 10 listed in Attachment 3 and all projects listed in Attachment 8 were not allocated
Motion: Ghielmetti
Second: Tavaglione
Vote result: 9-0
Absent: Alvarado

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Update on Projects Delivered But Not Yet Allocated ***PINK SUPPLEMENTAL ITEM***
--Revise Attachment 3 - Corrections are needed to the following projects:
→Project 1 (PPNO TC25) - Contributions from other sources should be **$40, 270,000** not ~~$38,840,000~~.
→Project 2 (PPNO TC24) - Contributions from other sources should be **$26,705,000** not $15,395,000

Tab # / Time	Item Description	Ref. #	Presenter	Status*	

→Project 10 (PPNO TC43) - PPNO should be **08-1119** not ~~08-TC43~~.
--Revise Attachment 5 – Correction is needed to the following project:
→Project 16 (EA R304GA) - Adv Phase should be **1112000018** not ~~0600020325~~.

16	Proposition 1B State-Local Partnership Program - 2011-12 Competitive Program Discussion	4.3	Laurel Janssen	**I**	**C**

CTC Associate Deputy Director Laurel Janssen provided an informational update.

Public speaker:
Don Dorman, City of Tulare

17	Route 152 Project Update	4.14	Mike Evanhoe John Ristow	**I**	**R**

Santa Clara Valley Transportation Authority Chief CMA Officer John Ristow provided an update via Power Point slides.

Public speakers:
Jerry O'Banion, Merced County Supervisor
John Ristow, VTA

18	Willits Bypass Permit Status Update	4.10	Charlie Fielder	**I**	**D**

Caltrans District 1 Director Charlie Fielder provided an informational update.

19	Update on I-5 Carpool Lane and Widening Project - Orange County Line to I-605	4.11	Mike Miles	**I**	**D**

Caltrans District 7 Director Michael Miles provided an update via Power Point slides. Discussion ensued after the presentation among Mr. Miles and Commissioners.

20	Project Estimating and Construction Industry Update	4.13	Bob Pieplow	**I**	**D**

Caltrans Deputy Director of Project Delivery Bob Pieplow provided information via Power Point slides.

21	2012 STIP State Highway Needs	4.15	Mitchell Weiss Martin Tuttle	**I**	**D**

CTC Deputy Director Mitchell Weiss provided an informational update.

22	Trade Corridors Improvement Fund Project Baseline Agreements Status Report Resolution TCIF-P-1112-09B	4.5	Maura Twomey	**A**	**C**

Recommendation: delete projects 7 and 13, and place both on NCTCC Tier 2 list of TCIF projects
Action Taken: recommendation approved
Motion: Ghielmetti
Second: Earp
Vote result: 8-0
Absent: Alvarado, Dunn

23	Corridor Mobility Improvement Account Project Baseline Agreement Amendments 1. Marin-Sonoma Narrows Corridor Project 2. Lincoln Bypass Project Resolution CMIA-P-1112-05B	4.6	Maura Twomey	**A**	**C**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	

Recommendation: approval
Action Taken: approved
Motion: Ghielmetti
Second: Burke
Vote result: 8-0
Absent: Alvarado, Dunn

	INFORMATION CALENDAR		Stephen Maller		

CTC Deputy Director Stephen Maller presented the Information Calendar and noted that item 28 had been modified on the pink change list.

24 IC	**Informational Reports on Allocations Under Delegated Authority** -- Emergency G-11 Allocations *(2.5f.(1))*: $7,242,000 for nine projects. -- SHOPP Safety G-03-10 Allocations *(2.5f.(3))*: $12,157,000 for two projects -- Minor G-05-05 Allocations *(2.5f.(4))*: $1,000,000 for one District Minor project.	2.5f.		**I**	**D**

This item was presented as part of the Information Calendar.

25 IC	Monthly Report on Projects Amended into the SHOPP by Department Action	3.1		**I**	**D**

This item was presented as part of the Information Calendar.

26 IC	Monthly Status of Construction Contract Award for State Highway Projects, per Resolution G-06-08	3.2a.		**I**	**D**

This item was presented as part of the Information Calendar.

27 IC	Monthly Status of Construction Contract Award for Local Assistance STIP Projects, per Resolution G-06-08	3.2b.		**I**	**D**

This item was presented as part of the Information Calendar.

28 IC	Update on Implementation of the Recovery Act of 2009	3.3		**I**	**D**

This item was presented as part of the Information Calendar.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Update on Implementation of the Recovery Act of 2009
--Add the following to Attachment 1, Footnote 6: **As of the publication of this book item, there were three projects on the forecast inactive obligation report: Pasadena, resurfacing of various streets; Oakdale, reconstruction of North Oak Avenue and Palm Springs, Gene Autry Trail. As of October 10, 2011, two projects are left; Oakdale and Palm Springs.**
--Add the following to Attachment 2, bottom of page: **Note: As of October 10, 2011, there are two projects on the forecast inactive obligation report for TIGER Grants: Union Pacific Railroad, Colton Crossing and Caltrans, Presidio Parkway (Doyle Drive).**

29 IC	Monthly Report on Local and Regional Agency Notices of Intent to Expend Funds on Programmed STIP Projects Prior to Commission Allocation per SB 184	3.4		**I**	**C**

This item was presented as part of the Information Calendar.

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
30 IC	TACA Annual Report on Accomplishments and Issues	4.18		I	C

This item was presented as part of the Information Calendar.

	CONSENT CALENDAR		Stephen Maller		

Recommendation: approval of Consent Calendar with changes as noted
Action Taken: recommendation approved
Motion: Ghielmetti
Second: Earp
Vote result: 8-0
Absent: Alvarado, Dunn

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
31 CC	Approval of Eight Projects for Future Consideration of Funding and one project for New Public Road Connection: 01-MEN-1, PM 70.2/70.8 Highway 1 Seaside Creek Storm Damage Repair Project (MND) (PPNO 4459) (SHOPP) Resolution E-11-67 04-SM-101, PM 16.3/17.06 US 101/Broadway Interchange Reconstruction Project. (MND) (PPNO 0702A) (STIP) Resolution E-11-68 04-ALA-80, PM 1.99/8.04, 04-CC-80, PM 0.0/13.49 Interstate 80 Integrated Corridor Mobility Project. (MND) (PPNO 0062G, 0062H, 0062I, 0062J, 0062E) (CMIA) Resolution E-11-69 06-KER-99, PM 27.0/28.4 Kern 99 North 8-Lane Widening Project (MND) (PPNO 6267) (STIP) Resolution E-11-70 06-KER-119, PM 5.5/R13.3 Cherry Avenue Four-Lane Widening Project (MND) (PPNO 3645) (STIP) Resolution E-11-71 06-KER-99, PM 17.0/22.1 South Bakersfield 8-Lane Project (MND) (PPNO 6268) (STIP) Resolution E-11-72 07-LA-405, PM 10.8/11.4 I-405/Avalon Boulevard Interchange Project (ND) (EA 23390) (Local/Federal) Resolution E-11-73 *(Related under Tab 33.)* 08-RIV-91, PM R0.6/R2.6, 08-RIV-71, PM 1.6/3.0 State Route 91/State Route 71 Interchange Improvement Project (MND) (PPNO 0077G) (STIP) Resolution E-11-74 08-RIV-215, PM 14.2/28.5 Interstate 215 Widening Project (MND) (PPNO 9991G) (STIP/Local) Resolution E-11-75	2.2c.(1)		**A**	**D**

This item was approved as part of the Consent Calendar.

32 CC	Approval of One Project for Future Consideration of Funding: 12 – Orange County Widen Brookhurst Street to a six-lane facility in the city of Anaheim. (MND) (SLPP) Resolution E-11-79	2.2c.(5)		**A**	**C**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	

This item was approved as part of the Consent Calendar.

33 CC	New Public Road Connections -- A New Public Road Connection to State Route 405 07-LA-405 PM 11.0 at Lenardo Drive next to Avalon Boulevard interchange in the city of Carson. Resolution S - 749 *(Related under Tab 31.)*	2.3b.		**A**	**D**

This item was approved as part of the Consent Calendar.

34 CC	Two Relinquishment Resolutions -- 01-Men-101-PM R24.5, Right of way along Route 101, at East Perkins Street, in the city of Ukiah. Resolution R-3812 -- 05-SB-101-PM 12.75, Collateral Facility Right of way along Route 101, at Milpas Street roundabout, in the city of Santa Barbara. Resolution R-3813	2.3c.		**A**	**D**

This item was approved as part of the Consent Calendar.

35 CC	One Vacation Resolution --10-SJ-26-PM 15.6 Right of way along Route 26 in the county of San Joaquin, at 0.4 miles north of N. Escalon Bellota Road. Resolution A885, Amending Resolution A883	2.3d.		**A**	**D**

This item was approved as part of the Consent Calendar.

36 CC **8 Ayes**	35 Resolutions of Necessity --Resolutions C-20621 through C-20627 and C-20629 through C-20656, and Amended Resolution C-20414	2.4b.		**A**	**D**

This item was approved as part of the Consent Calendar.

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

~~35~~ **31** Resolutions of Necessity

--Resolutions C-20621 through C-20627~~ and C-20629 through C-20656~~, **Resolution C-20629, Resolutions C-20631 through C-20637, Resolutions C-20639 through C-20644, Resolutions C-20646 through C-20652, Resolutions 20654 through C-20656,** and Amended Resolution C-20414.

- *Resolution C-20630 (Esther Louse Bishel, Trustee, etc., et al, 06-Mad-99 – PM 7.53/7.56 – Parcel 86546-1A, 1B, 2 – EA 471009* ***Withdrawn prior to CTC Meeting.***
- *Resolution C-20638 (99 Service Center, LLC, a California Limited Liability Company, 10-SJ-99 - PM 16.3 - Parcel 16164-1, 01-01 – EA 3A1009)* ***Withdrawn prior to CTC Meeting.***
- *Resolution C-20645 (Ortega Ranch, LLC, a Nevada Limited Liability Company, 12-Ora-5/74 - PM 9.8/0.0 - Parcel 102520-1 - EA 0E3109)* ***Withdrawn prior to CTC Meeting.***
- *Resolution C-20653 (Tommy Rodriquez, et al., 10-SJ-99 – PM 17.7 – Parcel 16223-1 – EA 3A1009)* ***Withdrawn prior to CTC Meeting.***

37 CC	Director's Deeds --Items 1 through 10 Excess Lands – Return to State: $113,188 Return to Others: $0	2.4d.		**A**	**D**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
38 CC	Rescinding Resolution of Necessity --03-Yol-16-PM 28.49 Carlos De La Fuente CR-148 rescinds Parcel 33700-1 of Resolution C-20531	2.4e.		A	D

This item was approved as part of the Consent Calendar.

39 CC	Financial Allocation Amendment: Reduce original CMIA construction capital allocation of $2,466,000 for the I-80 ICM Transportation Operations System (TOS) project (PPNO 0062I) by $570,000, to $1,896,000, to reflect contract award savings. Resolution CMIA-AA-1112-007 Amending Resolution CMIA-A-1011-006	2.5g.(1i)		A	D

This item was approved as part of the Consent Calendar.

40 CC	Technical correction to Resolution FP-11-06, originally approved on August 10, 2011, to allocate $349,784 for the Carmel Mountain Habitat Restoration Project. A technical correction is needed to revise the applicant from California Chaparral Institute to The Chaparral Lands Conservancy	2.9a.		A	D

This item was approved as part of the Consent Calendar.

41 CC	Technical correction to Resolution TFP-11-03, originally approved on August 11, 2011, for $40,000,000 for one locally-administered TCRP project. A technical correction is needed to revise the program code.	2.9b.		A	D

This item was approved as part of the Consent Calendar.

42 CC	Technical correction to Resolution FP-11-01, originally approved on August 10, 2011, for 63 SHOPP projects totaling $1,192,533,000 plus $157,000 from local sources. A technical correction is needed for Project 56 on the Book Item Attachment to revise the Project ID.	2.9c.		A	D

This item was approved as part of the Consent Calendar.

43 CC	Technical correction to TCIF Baseline Amendment Resolution TCIF-P-1112-02, originally approved on August 10-11, 2011. A technical correction is needed for Project 72-Civic Center Drive at Harbor Drive and Interstate 5 At-Grade Improvement (PPNO TC72) in San Diego County, to revise the schedule for “End of Design (PS&E)” phase, not “End of Right of Way” phase	2.9d.		A	D

This item was approved as part of the Consent Calendar.

	Proposition 1B CMIA Project Amendments

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
44	The Department and the El Dorado County Transportation Commission propose to amend the CMIA baseline agreement for the US 50 HOV lanes project (PPNO 3283A and PPNO 3283B) to add scope extending the HOV lanes from Bass Lake to the Cambridge Road Interchange (included in Phase 2A Segment 1 [PPNO 4895] under Resolution CMIA-P-1011-07), and update the funding plans and delivery schedule. Resolution CMIA-PA-1112-015, Amending Resolution CMIA-PA-0708-014	2.1c.(1c)	Maura Twomey Rachel Falsetti	**A**	**D**

Recommendation: approval
Action Taken: approved
Motion: Tavaglione
Second: Assemi
Vote result: 8-0
Absent: Alvarado, Dunn

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
CMIA Baseline Amendment for the US 50 HOV lanes project (PPNO 3283A and PPNO 3283B)
--Correct Book Item.
→On Page 3, heading should read as: HOV Lanes Eldorado Hills Boulevard to Bass Lake project (PPNO ~~3238A~~ **3283A**).
→On Page 4, heading should read as: US 50 HOV Lanes Bass Lake to Cambridge Road project (PPNO ~~3238B~~ **3283B**).

	Proposition 1B TCIF Project Amendments				
45	The Port of West Sacramento proposes to amend the TCIF baseline agreement for Project 14, (Sacramento River Deep Water Channel Project [PPNO 3195]), to update the project schedule, cost and funding plan. Resolution TCIF-P-1112-10	2.1c.(5a)	Maura Twomey Sharon Scherzinger	**A**	**D**

Recommendation: for items 45-46: approval
Action Taken: both approved
Motion: Tavaglione
Second: Ghielmetti
Vote result: 8-0
Absent: Alvarado, Dunn

46	The Riverside County Transportation Commission and the City of Riverside propose to amend the TCIF baseline agreement for Project 45, (Iowa Avenue Grade Separation [PPNO 1121]), to update the project schedule and funding plan. Resolution TCIF-P-1112-11 *(Related under Tab 74.)*	2.1c.(5b)	Maura Twomey Sharon Scherzinger	**A**	**D**

Recommendation: for items 45-46: approval
Action Taken: both approved
Motion: Tavaglione
Second: Ghielmetti
Vote result: 8-0
Absent: Alvarado, Dunn

	Proposition 1B TLSP Project Amendments				
47	The Orange County Transportation Authority proposes to amend the TLSP baseline agreement for the Countywide TLSP project to update the project schedule Resolution TLSP-PA-1112-02	2.1c.(6)	Teresa Favila Robert Copp	**A**	**D**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	

Recommendation: approval
Action Taken: approved
Motion: Earp
Second: Tavaglione
Vote result: 8-0
Absent: Alvarado, Dunn

	Proposition 1B HRCSA Project Amendments

48	The Orange County Transportation Authority, City of Fremont and City of Los Angeles request baseline agreement amendments for three HRCSA projects to update the project schedules. Resolution GS1B-P-1112-02	2.1c.(7a)	Teresa Favila Bill Bronte	**A**	**D**

Recommendation: for items 48-49: approval
Action Taken: both approved
Motion: Tavaglione
Second: Assemi
Vote result: 8-0
Absent: Alvarado, Dunn

49	The City of Los Angeles requests a baseline agreement amendment for the Riverside Grade Separation Replacement project to update the project costs. Resolution GS1B-P-1112-03	2.1c.(7b)	Teresa Favila Bill Bronte	**A**	**D**

Recommendation: for items 48-49: approval
Action Taken: both approved
Motion: Tavaglione
Second: Assemi
Vote result: 8-0
Absent: Alvarado, Dunn

5:00 pm	**ADJOURN**

Chair Frommer adjourned the meeting 4:06 pm in memory of Larry Zarian.

Tab # / Time	Item Description	Ref. #	Presenter	Status*	

Thursday, October 27, 2011

9:00 a.m. **Commission Meeting**
Sacramento Convention Center
1300 J Street, Room 306
Sacramento, CA

9:00 am	**GENERAL BUSINESS**				
	Roll Call	1.1	Dario Frommer	**I**	**C**

CHAIR DARIO FROMMER	Absent
COMMISSIONER BOB ALVARADO	Absent
COMMISSIONER DARIUS ASSEMI	
COMMISSIONER YVONNE B. BURKE	
COMMISSIONER LUCETTA DUNN	Absent
COMMISSIONER JIM EARP	
COMMISSIONER JIM GHIELMETTI	
COMMISSIONER CARL GUARDINO	
COMMISSIONER FRAN INMAN	
COMMISSIONER JOSEPH TAVAGLIONE	
TOTAL	**Present: 7** **Absent: 3**
Senator Mark DeSaulnier, Ex-Officio	Absent
Assembly member Bonnie Lowenthal, Ex-Officio	Absent

	POLICY MATTERS				
50	Proposition 1B State-Local Partnership Program - 2011-12 Competitive Program SLP1B-P-1112-04	4.4	Laurel Janssen	**A**	**C**

Recommendation: adoption of program
Action Taken: recommendation approved
Motion: Inman
Second: Earp
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

51	Statewide Transportation Needs Assessment	4.7	Bob Leiter	**I**	**R**

Bob Leiter and Gary Gallegos presented information via Power Point slides.

Public speaker
Jose Nuncio, SANDAG and RTPA group
Mike McKeever, SACOG
Rich Murphy, SLOCOG & Central Coast Coalition
Rachel Moriconi, SLOCOG & Central Coast Coalition
Gus Khoury, SLOCOG & Central Coast Coalition
Joshua Shaw, California Transit Association

52	AB 1467 HOT Lane Project Eligibility - Bay Area Express Lane Network Resolution G-11-10	4.16	Maura Twomey Steve Heminger	**A**	**R/C**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	

Recommendation: project eligibility and two public hearings
Action Taken: recommendation approved
Motion: Guardino
Second: Earp
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

Public speaker
Andrew Fremier, Deputy Executive Director from MTC
Mark Kempton, Skanska
Kevin Rowe, Associated General Contractors of California
Amy Rein-Worth, Metropolitan Transportation Commission/BATA
Daryl Halls, Solano Transportation Authority
Ross Chittenden, CCTA
Daniel Curtin, CA Conference of Carpenters
Scott Wetch, State Association of Electrical Workers

53	AB 1467 HOT Lanes Northern Hearing - Bay Area Express Lanes Project	4.19	Maura Twomey	**I**	**C**

CTC Deputy Director Maura Twomey presented the hearing, but no comments were made.

54	Update on Presidio Parkway Public Private Partnership Project (Doyle Drive)	4.17	Jose Luis Moscovich Kome Ajise	**A**	**R/D**

This item was withdrawn.

55	Update on Rail Rolling Stock Acquisition, a Proposition 1B PTMISEA Intercity Rail Improvement project programmed as "Procure New Rail Cars"	4.9	Juan Guzman Bill Bronte	**I**	**D**

CTC Associate Deputy Director Juan Guzman provided an informational update.

56	Proposed 2012-13 Allocation Set-Aside for the PUC Railroad Grade Crossing Maintenance Program Resolution G-11-10	4.20	Juan Guzman	**A**	**C**

Recommendation: approval
Action Taken: approved
Motion: Tavaglione
Second: Earp
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Proposed 2012-13 Allocation Set-Aside for the PUC Railroad Grade Crossing Maintenance Program Resolution G-11-~~10~~ **11.**
--Correct Agenda, Book Item and Attachment B.

57	Adoption of the California Aviation System Plan: 2011 Policy Element	4.8	Gary Cathey	**A**	**D**

Recommendation: approval
Action Taken: approved
Motion: Ghielmetti
Second: Assemi
Vote result: 7-0

Tab # / Time	Item Description	Ref. #	Presenter	Status*	

Absent: Alvarado, Dunn, Frommer

	PROGRAM STATUS

58	Proposition 116 Status Report	3.5	Juan Guzman	**I**	**C**

CTC Associate Deputy Director Juan Guzman provided an informational update.

59	Final Close-out Report on FY 2010-11 Right of Way Capital Lump Sum Allocation	3.6	Stephen Maller Brent Green	**I**	**D**

CTC Deputy Director Stephen Maller provided an informational update.

60	Annual Real Property Services Report	3.7	Stephen Maller Brent Green	**I**	**D**

CTC Deputy Director Stephen Maller provided an informational update.

	Environmental Matters – Approval of Projects for Future Consideration of Funding, Route Adoption or New Public Road Connection (Final Negative Declaration or EIR)

61	Approval of Project for Future Consideration of Funding: 05-SBT-156, PM 3.0/R8.2 San Benito Route 156 Improvement Project (FEIR) (PPNO 0297) (STIP) Resolution E-11-76	2.2c.(2)	Kandra Hester-DelBianco Jay Norvell	**A**	**D**

Recommendation: for items 61-63: approval
Action Taken: all approved
Motion: Ghielmetti
Second: Assemi
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

62	Approval of Project for Future Consideration of Funding: 04-SCL-280, PM 5.10/5.20, 04-SCL-880, PM 0.0/0.70 Improvements at SR-71/I-880 and I-880/Stevens Creek Boulevard Interchange Project (FEIR) (PPNO 0408G) (CMIA/Local) Resolution E-11-77	2.2c.(3)	Kandra Hester-DelBianco Jay Norvell	**A**	**D**

Recommendation: for items 61-63: approval
Action Taken: all approved
Motion: Ghielmetti
Second: Assemi
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Approval of Project for Future Consideration of Funding: Improvements at ~~SR-71/I-880 and I-880~~ ***PINK MEETING HANDOUT***
SR-17/I-280/I-880 Interchange and I-880/Stevens Creek Boulevard Interchange Project
--Revise Agenda Language. Book Item is correct.

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
63	Approval of Project for Future Consideration of Funding: 12 – Orange County Widen and improve a 3.9 mile segment of Bristol Street to a six-lane divided arterial in the city of Santa Ana. (FEIR) (SLPP) Resolution E-11-78	2.2c.(4)	Kandra Hester-DelBianco	**A**	**C**

Recommendation: for items 61-63: approval
Action Taken: all approved
Motion: Ghielmetti
Second: Assemi
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

	Financial Allocations for SHOPP Projects

64	Financial Allocation: $55,661,000 for six SHOPP projects. --$40,413,000 for one SHOPP project. --$15,248,000 for five projects amended into the SHOPP by Departmental action. Resolution FP-11-17	2.5b.(1)	Juan Guzman Steven Keck	**A**	**D**

Recommendation: approval
Action Taken: approved
Motion: Tavaglione
Second: Assemi
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Financial Allocation: $55,661,000 for six SHOPP projects
--Revise Vote List and Attachment. Corrections are needed to the following projects:
→Project 1 (PPNO 03-3454) – Amounts by Fund Type should be as follows: **$808,000** not ~~$811,000~~ and for **$39,605,000** not ~~$39,739,000~~.
→Project 4 (PPNO 04-1067) – Adv. Phase should be **4FCO**, not ~~4~~. Remove the following from vote box: ~~302-0890 FTF $9,800,000~~. Amount by Fund Type should be **$10,000,000** not ~~$200,000~~.

	Financial Allocations for STIP Projects

65	Financial Allocation: $687,000 for the State administered Airport Boulevard Interchange Highway Planting (PPNO 0318Y) STIP project in Monterey County on the State Highway System. Resolution FP-11-18	2.5c.(1)	Mitchell Weiss Steven Keck	**A**	**D**

Recommendation: for items 65-67: approval
Action Taken: all approved
Motion: Tavaglione
Second: Assemi
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

66	Financial Allocation: $ 350,000 for the locally administered Interstate – 580 Landscaping (PPNO 0139F) STIP TE project in Alameda County on the State Highway System. Resolution FP-11-19	2.5c.(2)	Mitchell Weiss Steven Keck	**A**	**D**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	

Recommendation: for items 65-67: approval
Action Taken: all approved
Motion: Tavaglione
Second: Assemi
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

67	Financial Allocations: $1,080,000 for nine locally administered STIP projects off the State Highway, as follows: -- $239,000 for three STIP projects; -- $556,000 for three STIP Transportation Enhancement projects; -- $285,000 for three Planning, Programming, and Monitoring projects. Contributions from local sources: $2,500. Resolution FP-11-20	2.5c.(3)	Mitchell Weiss Steven Keck	**A**	**D**

Recommendation: for items 65-67: approval
Action Taken: all approved
Motion: Tavaglione
Second: Assemi
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Financial Allocation: $1,080,000 for nine locally administered STIP projects off the State Highway
--Revise Vote List and Attachment. Corrections are needed to the following projects:
→Project 7 (PPNO 03-0L20) – RTPA/CTC should be **Colusa CTC** not ~~Colusa LTC~~.
→Project 8 (PPNO 03-0L14) – RTPA/CTC should be **El Dorado CTC** not ~~El Dorado LTC~~.

	Financial Allocations for Proposition 1B CMIA Projects

68	Financial Allocation: $20,000,000 for the State Route 65 Lincoln Bypass – Phase 2A (PPNO 4895) State administered CMIA project in Placer County on the State Highway System. Resolution CMIA-A-1112-__	2.5g.(1a)	Maura Twomey Rachel Falsetti	**A**	**D**

Recommendation: for items 68-70: approval
Action Taken: all approved
Motion: Tavaglione
Second: Guardino
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

69	Financial Allocation: $7,584,000 for the Interstate 80 Integrated Corridor Mobility Software and System Integration (PPNO 0062G) locally administered CMIA project in Alameda and Contra Costa Counties on the State Highway System. Resolution CMIA-A-1112-__	2.5g.(1b)	Maura Twomey Rachel Falsetti	**A**	**D**

Recommendation: for items 68-70: approval
Action Taken: all approved
Motion: Tavaglione
Second: Guardino
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

Tab # / Time	Item Description	Ref. #	Presenter	Status*	

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Financial Allocation: $7,584,000 for the Interstate 80 Integrated Corridor Mobility Software and System Integration (PPNO 0062G) --Revise Vote List and Attachment. Project ID should be **4CONL** not **4**.

70	Financial Allocation: $3,802,000 for the capital support of the US 101 Auxiliary Lanes from Embarcadero Road to University Avenue (PPNO 0658C) State administered CMIA project in San Mateo County on the State Highway System. Resolution CMIA-A-1112-012	2.5g.(1d)	Maura Twomey Rachel Falsetti	**A**	**D**

Recommendation: for items 68-70: approval
Action Taken: all approved
Motion: Tavaglione
Second: Guardino
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

	Financial Allocation Amendments for Proposition 1B CMIA Projects

71	Financial Allocation Amendment: Revise the previously de-allocated CMIA savings amount for Segment 1 (Widen and realign State Route 84 south of I-580 interchange and relocate utilities, PPNO 0115E) of the I-580 Isabel Avenue Interchange project in Alameda County by an additional $600,000. Resolution CMIA-AA-1112-008, Amending resolutions CMIA-A-0809-007 and CMIA-AA-0910-011	2.5g.(1g)	Maura Twomey Rachel Falsetti	**A**	**D**

Recommendation: for items 71-73: approval
Action Taken: all approved
Motion: Tavaglione
Second: Guardino
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

	Project Amendments for Proposition 1B CMIA Projects

72	The Department and the City of Livermore propose to amend the CMIA baseline agreements for Segment 1 [Widen and realign State Route 84 south of I-580 interchange and relocate utilities (PPNO 0115E)], Segment 2 [Construct new local roads north of the I-580/Isabel Avenue Interchange (PPNO 0115F)], and Segment 3 [Construct new interchange at Isabel Avenue and a new Portola Avenue Overcrossing (PPNO 0115B)] of the I-580/Isabel Interchange project to revise the project scopes for Segments 1 and 3 and to update the project funding plans for Segments 1 and 2. Resolution CMIA-PA-1112-016	2.1c.(1d)	Maura Twomey Rachel Falsetti	**A**	**D**

Recommendation: for items 71-73: approval
Action Taken: all approved
Motion: Tavaglione
Second: Guardino
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
	Financial Allocation Amendments for Proposition 1B CMIA Projects				
73	Financial Allocation Amendment: Revise the previously de-allocated CMIA savings amount for Segment 2 (Widen and realign State Route 84 south of I-580 interchange and relocate utilities, PPNO 0115F) of the I-580 Isabel Avenue Interchange project in Alameda County by $600,000. Resolution CMIA-AA-1112-009, Amending resolutions CMIA-A-0809-008 and CMIA-AA-0910-009	2.5g.(1h)	Maura Twomey Rachel Falsetti	**A**	**D**

Recommendation: for items 71-73: approval
Action Taken: all approved
Motion: Tavaglione
Second: Guardino
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

	Financial Allocations for Proposition 1B TCIF Projects				
74	Financial Allocation: $13,000,000 for one locally administered TCIF Project 45 (Iowa Avenue Grade Separation Project [PPNO 1121]) in Riverside County. Contributions from other sources: $11,500,000. Resolution TCIF-A-1112-__ *(Related Items under Tabs 46 & 86.)*	2.5g.(5)	Maura Twomey Rachel Falsetti	**A**	**D**

Recommendation: approval
Action Taken: approved
Motion: Guardino
Second: Assemi
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

	Financial Allocations for Proposition 1B SLPP Projects				
75	Financial Allocation: $144,000 for one State-Local Partnership Program Slurry Seal Project locally administered in Nevada County off the State Highway System. Contributions from other sources: $678,000. Resolution SLP1B-A-1112-__	2.5g.(10a)	Laurel Janssen Denix Anbiah	**A**	**D**

Recommendation: for items 75-77: approval
Action Taken: all approved
Motion: Guardino
Second: Earp
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

76	Financial Allocation: $22,419,432 for three locally administered State-Local Partnership Program Transit projects. Contributions from other sources: $1,265,444,000. Resolution SLP1B-A-1112-__	2.5g.(10b)	Laurel Janssen Denix Anbiah	**A**	**D**

Recommendation: for items 75-77: approval
Action Taken: all approved
Motion: Guardino

Tab # / Time	Item Description	Ref. #	Presenter	Status*	

Second: Earp
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Financial Allocation: ~~$22,419,432~~ **$22,419,000** for three locally administered State-Local Partnership Transit projects
--Correct Agenda Language, Book Item, Vote List and Attachment. Corrections are needed to the following project:
→Project 3 (EA T305GA) - Allocation Amount, Programmed Amount, and Amount by Fund Type should be **$427,000** not ~~$427,432~~.

77	Financial Allocation $7,200,000 for the locally administered South Sacramento Corridor Phase 2 – Parking Structure State-Local Partnership Program Transit project in Sacramento County. Contributions from other sources: $31,500,000. Resolution SLP1B-A-1112-__ *(Related Item under Tab 85.)*	2.5g.(10c)	Laurel Janssen Jane Perez	**A**	**D**

Recommendation: for items 75-77: approval
Action Taken: all approved
Motion: Guardino
Second: Earp
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

	Financial Allocations for STIP Projects

78	Financial Allocation: $1,139,000 for one locally administered Replacement Vehicles for Eastern Sierra Transit Authority STIP Transit Project in Inyo County. Resolution MFP-11-03	2.6a.	Mitchell Weiss Jane Perez	**A**	**D**

Recommendation: approval
Action Taken: approved
Motion: Guardino
Second: Assemi
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

	Financial Allocations for Other Transit Projects

79	Financial Allocation: $60,740,637 in Public Transportation Account funds for Intercity Rail Operations and Feeder Bus Service on the Pacific Surfliner and San Joaquin routes Resolution MFP-11-04	2.6d.	Juan Guzman Bill Bronte	**A**	**D**

Recommendation: approval
Action Taken: approved
Motion: Tavaglione
Second: Guardino
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

	Financial Allocations for TCRP Projects

Tab # / Time	Item Description	Ref. #	Presenter	Status*	
80	Financial Allocation: $19,835,000 for Right of Way for Tier 1 TCRP Project 42, I-5 Widening; Orange County Line to Route 605 (PPNO 2808). Resolution TFP-11-05	2.6e.	Juan Guzman Rachel Falsetti	**A**	**D**

Recommendation: approval
Action Taken: approved
Motion: Tavaglione
Second: Assemi
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Financial Allocation: ~~$19,835,000~~ **$19,833,000** for Right of Way for Tier 1 TCRP Project 42, I-5 Widening; Orange County Line to Route 605 (PPNO 07-2808)
--Correct Agenda Language. Book Item is correct. Correct Vote List and Attachment as follows:
→Under "Description of Allocation", sentence should read as: "Allocate ~~$19,835,000~~ **$19,833,000** in new TCRP funding for Right of Way activities.

	Financial Allocations for Proposition 1A High-Speed Passenger Train Bond Fund – Intercity

81	Financial Allocation: $ 9,800,000 for the Proposition 1A - HSPTBF- Intercity San Joaquin Corridor Positive Train Control project from Port Chicago to Bakersfield. Resolution HST1A-A-1112-02	2.6f.	Laurel Janssen Bill Bronte	**A**	**D**

Recommendation: approval
Action Taken: approved
Motion: Earp
Second: Tavaglione
Vote result: 7-0
Absent: Alvarado, Dunn, Frommer

	Financial Allocations for Supplemental Funds

82	Financial Allocation: $1,974,000 in supplemental funds for one SHOPP Transportation Management Systems (PPNO 0618F) project in San Mateo County to award the contract. The current SHOPP allocation is $9,526,000. This request for $1,974,000 results in an increase of 20.7 percent over the original allocation. Resolution FA-11-07	2.5e.(2)	Mitchell Weiss Bijan Sartipi	**A**	**D**

Recommendation: approval
Action Taken: approved
Motion: Guardino
Second: Assemi
Vote result: 6-0
Absent: Alvarado, Burke, Dunn, Frommer

83	Financial Allocation: $2,438,000 in supplemental funds for one SHOPP Bridge Scour Mitigation (PPNO 0140A) project in Mendocino County to award the contract. The current SHOPP allocation is $9,000,000. This request for $2,438,000 results in an increase of 27.1 percent over the original allocation. Resolution FA-11-06	2.5e.(1)	Mitchell Weiss Charlie Fielder	**A**	**D**

Tab # / Time	Item Description	Ref. #	Presenter	Status*	

Recommendation: approval
Action Taken: approved
Motion: Earp
Second: Tavaglione
Vote result: 6-0
Absent: Alvarado, Burke, Dunn, Frommer

	Letters of No Prejudice for Proposition 1B Projects				
84	Proposition 1B Letter of No Prejudice for TCIF Project 56 I-10/Cherry Avenue Interchange Reconstruction project (PPNO 0137T) in San Bernardino County.(TCIF) Resolution LONP1B-A-1112-11 *(Related Item under Tab 15.)*	2.1c.(10a)	Laurel Janssen Rachel Falsetti	**A**	**D**

CTC Associate Deputy Director Laurel Janssen explained that this item was withdrawn because the Commission was able to make allocations.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Proposition 1B Letter of No Prejudice for TCIF Project 56
I-10/Cherry Avenue Interchange Reconstruction project (PPNO 0137T) in San Bernardino County.(TCIF) Resolution LONP1B-A-1112-11 ***Withdrawn at CTC Meeting.***

85	Proposition 1B Letter of No Prejudice for the South Sacramento Corridor Phase 2 - Parking Structure project in Sacramento County. (SLPP) Resolution LONP1B-A-1112-12 *(Related Item under Tab 77.)*	2.1c.(10c)	Laurel Janssen Jane Perez	**A**	**D**

CTC Associate Deputy Director Laurel Janssen explained that this item was withdrawn because the Commission was able to make allocations.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Proposition 1B Letter of No Prejudice for the South
Sacramento Corridor Phase 2 - Parking Structure project in Sacramento County. (SLPP) Resolution LONP1B-A-1112-12
Withdrawn at CTC Meeting.

86	Proposition 1B Letter of No Prejudice for TCIF Project 45, Iowa Avenue Grade Separation (PPNO 1121), in Riverside County.(TCIF) Resolution LONP1B-A-1112-13 *(Related Items under Tab 74.)*	2.1c.(10d)	Laurel Janssen Sharon Scherzinger	**A**	**D**

CTC Associate Deputy Director Laurel Janssen explained that this item was withdrawn because the Commission was able to make allocations.

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Proposition 1B Letter of No Prejudice for TCIF Project 45, Iowa Avenue Grade Separation (PPNO 1121), in Riverside County.(TCIF) Resolution LONP1B-A-1112-13 ***Withdrawn at CTC Meeting.***

	Requests to Extend the Period of Contract Award				
87	Request to Extend the Period of Contract Award for two locally-administered STIP projects totaling $1,445,000, per Resolution G-06-08 Waiver-11-57	2.8b.(2)	Juan Guzman Denix Anbiah	**A**	**D**

Tab # / Time	Item Description	Ref. #	Presenter	Status*

Recommendation: for items 87-89: approval
Action Taken: all approved
Motion: Assemi
Second: Tavaglione
Vote result: 6-0
Absent: Alvarado, Burke, Dunn, Frommer

Changes to this item were listed on the pink "Changes to CTC Agenda" handout as follows:
Request to Extend the Period of Contract Award for ~~two~~ **the** locally-administered **Maple Street Pedestrian Plaza** STIP ~~projects totaling $1,445,000~~ **project in San Diego County for $945,000**, per Resolution G-06-08
- *Project 2 (PPNO 12-2135M)* ***Withdrawn prior to CTC Meeting.***

88	Request to Extend the Period of Contract Award for the San Marcos Road over Maria Ygnacia Creek Local Bridge Seismic Retrofit project in the county of Santa Barbara for $92,099, per LBSRA Guidelines Waiver-11-58	2.8b.(3)	Juan Guzman Denix Anbiah	**A**	**D**

Recommendation: for items 87-89: approval
Action Taken: all approved
Motion: Assemi
Second: Tavaglione
Vote result: 6-0
Absent: Alvarado, Burke, Dunn, Frommer

	Request to Extend the Period of Project Completion

89	Request to Extend the Period of Project Completion for the Westside Parkway Phase 1 project (PPNO 8705) in the city of Bakersfield for $69,200,000, per STIP Guidelines Waiver-11-59	2.8c.	Juan Guzman Denix Anbiah	**A**	**D**

Recommendation: for items 87-89: approval
Action Taken: all approved
Motion: Assemi
Second: Tavaglione
Vote result: 6-0
Absent: Alvarado, Burke, Dunn, Frommer

	OTHER MATTERS / PUBLIC COMMENT

No comments were made.

12:00 pm	**Adjourn**

Vice Chair Ghielmetti adjourned the meeting in memory of Larry Zarian at 11:21 am.

Original signed 11/28/11 by BGR

_____
Bimla G. Rhinehart, Executive Director

_____
Date

1.3

EXECUTIVE DIRECTOR'S REPORT

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 14-15, 2011
CALIFORNIA TRANSPORTATION COMMISSION MEETING.

1.4

COMMISSION REPORTS

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 14-15, 2011
CALIFORNIA TRANSPORTATION COMMISSION MEETING.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14 & 15, 2011

Reference No.: 1.5
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **Meetings for Compensation for November 2011 (November 1 – November 30, 2011)**

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

The following list of meetings is being submitted for Commission approval.

- November No regular Commission meeting scheduled this month

Bob Alvarado:

- No additional meetings reported.

Darius Assemi:

- No additional meetings reported.

Yvonne Burke

- Nov 14 Meeting with Caltrans Deputy District Director Lindy K. Lee regarding 1-5 update. Los Angeles

Lucetta Dunn:

- No additional meetings reported.

James Earp:

- No additional meetings reported.

Dario Frommer:

- No additional meetings reported.

Jim Ghielmetti:

- Nov 10 Bay Bridge 75th Anniversary Celebration. San Francisco
- Nov 14 Focus on the Future Conference. San Francisco
- Nov 15 Focus on the Future Conference. San Francisco
- Nov 17 Attended the Colton Crossing Union Pacific Event with Commissioner Joe Tavaglione, Commissioner Fran Inman and Commissioner James Earp. Colton
- Nov 23 Teleconference call with CTC staff and MPO's regarding Statewide Needs Assessment. Pleasanton
- Nov 29 Teleconference call with CTC Executive Director, Chief Deputy Director Andre Boutros, Deputy Director Mitchell Weiss and Associate Deputy Director Juan Guzman regarding Prop 116. Pleasanton
- Nov 30 Attending Memorial and Dedication honoring former Commissioner Larry Zarian. Glendale

Carl Guardino:

- No additional meetings reported.

Fran Inman:

- Nov 8 Attended Colton Crossing Rail to Rail Separation Project ground breaking event. Colton.
- Nov 8 Attended Caltrans-California Interregional Blueprint Workshop. Los Angeles
- Nov 9 Meeting with Caltrans District 7 Director Michael Miles regarding 1-5 project. City of Industry
- Nov 13 Focus on the Future Conference – Reception. San Francisco
- Nov 14 Focus on the Future Conference. San Francisco
- Nov 15 Focus on the Future Conference. San Francisco

Fran Inman continued:

- Nov 17 San Gabriel Valley Council of Governments (SGVCOG) Transportation Briefing on the Freight Corridor. Irwindale
- Nov 18 Assembly Hearing with Assembly member Bonnie Lowenthal regarding Assembly Select Committee on Ports. Long Beach
- Nov 23 Teleconference call with CTC staff and MPO's regarding Statewide Needs Assessment. Denver, CO.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14 & 15, 2011

Reference No.: 1.5
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **Meetings for Compensation for October 2011 (October 1 – October 31, 2011)**

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

The following list of meetings is being submitted for Commission approval.

Regular Commission Meeting Activities:

- Oct 26 Commission Meeting (Commissioner Alvarado absent).
- Oct 27 Commission Meeting (Commissioner's Alvarado, Frommer and Dunn absent).

Additional Meetings:

Bob Alvarado:

- No additional meetings reported.

Darius Assemi:

- Oct 7 On a two part panel: 1. *Elevate* - a Summit focused on regional solutions to regional challenges: 2. *Infrastructure Development* – the Valleys Foundation: Water, Transportation and Broadband. Other panelists included: Federal Interagency Task Force Representative Pete Weber, CA Emerging Technology Fund President and CEO Sunny McPeak, Tulare County Association of Governments Ted Smalley, District 4 Kern County Supervisor Ray Watson and CA High Speed Rail CEO Roelef van Ark. Bakersfield
- Oct 19 Sharing opening remarks at the 2011 Fresno County Transportation Forum with Council of Fresno County Governments Executive Director Tony Boren. Fresno

Yvonne Burke

- Oct 10 Attended the California Foundation on the Environment and the Economy with Commissioners and Legislators. Palos Verdes
- Oct 12 Townhall CTC reception with CTC Board and elected officials. Santa Barbara
- Oct 13 Townhall meeting with CTC Board and elected officials on the 101. Santa Barbara
- Oct 24 Teleconference with Caltrans District 7 Director Michael Miles regarding I-5 update and upcoming CTC meeting agenda item. Los Angeles
- Oct 24 Teleconference with CTC Deputy Director's Andre Boutros and Maura Twomey regarding upcoming CTC agenda items. Los Angeles
- Oct 24 Teleconference with Metro Executive Director of Highways Doug Failing, Metro Transportation Manager Patricia Chen and LA Metro Consultant Bob Naylor regarding 80 transfer from Arbor Vita. Los Angeles
- Oct 25 Teleconference with Commissioner Fran Inman and Metropolitan Transportation Commission (MTC) Bay Area Toll Authority (BATA) Deputy Executive Director of Operations, Andy Fremier regarding Express Lanes. Los Angeles

Lucetta Dunn:

- Oct 4 Teleconference BSA Audit Report with CTC Executive Director Bimla Rhinehart, Commissioners Jim Ghielmetti, Jim Earp, Joe Tavaglione and Fran Inman. Irvine
- Oct 10 Attended the California Foundation on the Environment and Economy Conference. Palos Verdes.
- Oct 18 Mobility 21 Business Committee Biz and Government Meeting chaired by Inland Empire Economic Council President and CEO Paul Granillo. Irvine
- Oct 21 Teleconference with Mobility 21 Board of Director's.
- Oct 21 Presenter at the Advancing Women in Transportation (WTS) Orange County Event. Costa Mesa
- Oct 24 Teleconference CTC Briefing with CTC staff. Irvine
- Oct 24 Caltrans and OCTA briefing for October CTC meeting with OCTA Planning Manager Adrienne Cardoso and Caltrans District 12 Director Cindy Quon. Irvine

James Earp:

- Oct 4 BSA Audit Report with CTC Executive Director Bimla Rhinehart, Commissioners Jim Ghielmetti, Joe Tavaglione, Fran Inman and Lucy Dunn. Sacramento
- Oct 5 Speaker at groundbreaking event for I-80 HOV Lane project. Sacramento
- Oct 9 Attended California Foundation on the Environment and the Economy (CFEE) Conference. Palos Verdes
- Oct 10 Attended CFEE Conference. Palos Verdes
- Oct 11 Attended CFEE Conference. Palos Verdes
- Oct 17 Meeting with High Speed Rail Authority (HSRA) staff and regional agencies regarding HSRA draft business plan. Sacramento
- Oct 19 Meeting with Gray-Bowen and Company President Bill Gray, Vice President Leo Scott, Advisor Mike Evanhoe, Santa Clara Valley Transportation Authority (VTA) Chief CMA Officer John Ristow regarding proposed Highway 152 P3 Project. Sacramento
- Oct 20 Meeting with MTC Executive Director Steve Heminger regarding Hot Lane proposal. Sacramento
- Oct 26 Meeting with State Treasurer Bill Lockyer, Commissioners Joe Tavaglione, Jim Ghielmetti and Fran Inman, CTC Executive Director Bimla Rhinehart and Deputy Director Andre Boutros regarding Bond Sales. Sacramento

Dario Frommer:

- No additional meetings reported.

Jim Ghielmetti:

- Oct 3 Teleconference with CTC Executive Director, Bimla Rhinehart, Chief Deputy Director Andre Boutros, Chairman Dario Frommer regarding P3 Guidelines. Pleasanton
- Oct 4 BSA Audit Report with CTC Executive Director Bimla Rhinehart, Commissioners Jim Earp, Joe Tavaglione, Fran Inman and Lucy Dunn. Sacramento
- Oct 7 Meeting with MTC Executive Director Steve Heminger, MTC/BATA Executive Director of Operations Andrew Fremier regarding Express Lanes. Pleasanton

Jim Ghielmetti continued:

- Oct 11 Teleconference with Commission Chairman Dario Frommer, Commissioner Fran Inman, CTC Executive Director Bimla Rhinehart, CTC Deputy Director's Andre Boutros and Annette Gilbertson regarding Statewide Needs Assessment. Pleasanton

- Oct 13 Town Hall Meeting. Santa Barbara

- Oct 18 Meeting with MTC Commissioner and Supervisor Scott Weiner regarding San Francisco transportation issues. San Francisco

- Oct 19 Meeting with Business Transportation and Housing Acting Secretary Traci Stevens and Governor Brown's Senior Advisor Jacob Appelsmith regarding AG's response to San Diego's RTP. Sacramento

- Oct 20 Teleconference with CTC Executive Director Bimla Rhinehart, Deputy Director's Andre Boutros and Maura Twomey regarding MTC Hot Lane Proposal. Pleasanton

- Oct 24 Teleconference with CTC staff regarding upcoming CTC meeting. Pleasanton

- Oct 24 Meeting with California Highway Patrol Officers Mike Ferrel, Bruce Hooley, and Scott Dreyer regarding port of Oakland commercial vehicle reinforcement programs and Cordelia truck scales. Pleasanton

- Oct 26 Meeting with State Treasurer Bill Lockyer, Commissioners Joe Tavaglione, Jim Earp, Fran Inman, CTC Executive Director Bimla Rhinehart and Deputy Director Andre Boutros regarding Bond Sales. Sacramento

- Oct 28 Meeting with Transportation Agency for Monterey County (TAMC) Executive Director Debbie Hale regarding STIP funding plans for US 101 San Juan Road. Pleasanton

Carl Guardino:

- Oct 3 Meeting with California Natural Resources Secretary John Laird to discuss San Jose's Environmental Enhancement and Mitigation Program (EEMP) application and process. Sacramento

- Oct 4 Meeting with MTC Executive Director Steve Heminger and staff regarding BART to San Jose and AB 57. Oakland

- Oct 5 Meeting with Monte Sereno Mayor Marshall Anstandig regarding Highway 9 Safety Improvements. San Jose

- Oct 12 Monthly meeting with MTC, VTA, Santa Clara County and City of San Jose on regional transportation priorities. San Jose

Carl Guardino continued:

- Oct 18 One-on-one meetings with San Francisco County Supervisor's Mark Farrell and Malia Cohen on Caltrain and other regional transportation priorities. San Francisco
- Oct 19 Teleconference with MTC Commissioner Bill Todd on MTC Express Lane proposal. San Jose
- Oct 22 Speaker at Bay Area Ridge Trail Open Space Reserve. Santa Clara County Foothills
- Oct 24 Teleconference with CTC Commissioner Bob Alvarado and MTC Executive Director Steve Heminger regarding Express Lanes. San Jose

Fran Inman:

- Oct 3 Meeting with CTC Executive Director Bimla Rhinehart. Sacramento
- Oct 3 Meeting with Caltrans Chief Deputy Director Martin Tuttle regarding: Good movement. Sacramento
- Oct 4 BSA Audit Report with CTC Executive Director Bimla Rhinehart, Commissioners Jim Ghielmetti, Jim Earp, Joe Tavaglione and Lucy Dunn. Sacramento
- Oct 12 Townhall Reception. Santa Barbara
- Oct 13 Townhall Meeting. Santa Barbara
- Oct 19 Teleconference with Port of Oakland Senior Director of Government Affairs David Libatique re: State Route 47 programming. City of Industry
- Oct 19 Panel speaker for AQMD re: Transportation Focus. Los Angeles
- Oct 24 Teleconference with CTC staff regarding upcoming CTC meeting. City of Industry
- Oct 25 Teleconference with Metro Consultant Bob Naylor regarding 1-5 project. City of Industry
- Oct 26 Meeting with State Treasurer Bill Lockyer, Commissioners Joe Tavaglione, Jim Earp, and Lucy Dunn, CTC Executive Director Bimla Rhinehart and Deputy Director Andre Boutros regarding Bond Sales. Sacramento

Memorandum
AMENDED

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14 & 15, 2011

Reference No: 1.5
ACTION

From: BIMLA G. RHINEHART
Executive Director

Subject: **$100 PER DAY ATTENDANCE ALLOWANCE SEPTEMBER (Sept 1 – Sept 30) MEETINGS FOR COMPENSATION**

In accordance with the in-house procedure adopted for identifying Commission activities eligible for compensation pursuant to SB 2168, the following list of meetings is being submitted for Commission approval (Commissioners are allowed to be reimbursed for up to eight meetings per month):

Additional Meetings:

Darius Assemi:

- Sep 7 Meeting with City of Tulare officials: Tulare County Association of Government (CAG) Executive Director Ted Smalley, City Manager Don Dorman, Councilmember Mark Watte, and Public Works Director Mike Whitlock regarding their Prop 1B State-Local Partenership program (SLPP) application for Cartmill Interchange Project. Fresno

- Sep 23 Speaker at a Route 180/E. Kings Canyon Expressway Ribbon Cutting Event with Caltrans. Fresno

- Sep 29 Speaker representing CTC at the Fresno COG meeting. Fresno

James Earp

- Sep 6 Mobility 21 Transportation Summit. Los Angeles

- Sep 12 Teleconference with CTC staff regarding upcoming CTC Meeting. Sacramento

- Sep 12 Meeting with Senator Anthony Cannella, Senate Office District Director Chris Tyler, Merced County of Association of Governments (MCAG) Project Manager Marjie Kern, Merced County Supervisor and MCAG Chair Hub Walsh, Merced County Supervisor Linn Davis and Merced Mayor Bill Spriggs regarding the Atwater Project. Sacramento

REPORT BY AGENCY SECRETARY AND/OR DEPUTY SECRETARY

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 14-15, 2011
CALIFORNIA TRANSPORTATION COMMISSION MEETING.

REPORT BY CALTRANS' DIRECTOR AND/OR DEPUTY DIRECTOR

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 14-15, 2011
CALIFORNIA TRANSPORTATION COMMISSION MEETING.

1.12

WELCOMING REMARKS

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 14-15, 2011
CALIFORNIA TRANSPORTATION COMMISSION MEETING.

1.8

REPORT BY REGIONAL AGENCIES MODERATOR

A VERBAL PRESENTATION ON THIS ITEM WILL BE MADE AT THE DECEMBER 14-15, 2011 CALIFORNIA TRANSPORTATION COMMISSION MEETING.

1.9

REPORT BY RURAL COUNTIES TASK FORCE CHAIR

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 14-15, 2011
CALIFORNIA TRANSPORTATION COMMISSION MEETING.

1.10

REPORT BY SELF-HELP COUNTIES COALITION MODERATOR

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 14-15, 2011
CALIFORNIA TRANSPORTATION COMMISSION MEETING.

REPORT BY FEDERAL HIGHWAY ADMINISTRATION DIVISION ADMINISTRATOR

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 14-15, 2011
CALIFORNIA TRANSPORTATION COMMISSION MEETING.

4.2

BUDGET AND ALLOCATION CAPACITY UPDATE

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 14-15, 2011
CALIFORNIA TRANSPORTATION COMMISSION MEETING

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 4.10
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **UPDATE ON PROJECTS DELIVERED BUT NOT YET VOTED**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) accept the attached report on the status of Proposition 1B Bond Program and Proposition 1A (Non-positive Train Control) projects that have been delivered (deemed ready to go).

ISSUE:

Due to financial constraints of the State, the Commission has been unable to allocate funds to allow the implementing agencies to award contracts for transportation projects that have been delivered.

BACKGROUND:

The attached lists identify those projects that have been delivered in Fiscal Year (FY) 2011-12, however, the agencies have not been able to proceed due to funding constraints. Some projects previously listed have been removed based on past Commission action or a request from the implementing agency.

With the adoption of the 2010 STIP, projects may have been deleted, proposed for vote or have been reprogrammed beyond the 2011-12 fiscal year. Local agencies with projects reprogrammed in a future year will need to resubmit an allocation request with a new schedule and funding plan when they are ready to proceed closer to the programmed year.

The projects on the Delivered List attachments are in no particular priority order. The lists are arranged by fund type, project category, then district, then county. The current requested allocation amounts by category are reflected on the next page.

Category	Refer to:	# of Projects Per Category		Total Funds Requested Per Category
PROPOSITION 1B PROJECTS				
TCIF Projects	Attachment 1	3	@	$ 70,373,000
PROPOSITION 1A PROJECTS				
High-Speed Passenger Train Bond Projects *(Non Positive Train Control)*	Attachment 2	8	@	$ 82,386,000
	TOTAL PROJECTS	**11**	@	**$ 152,759,000**

STIP* (Non-Bond)	**$ 0**
Bond**	**$ 152,759,000**

* Some STIP projects may ultimately be bond funded through Proposition 1B STIP Augmentation funding (TFA).

** Bond includes Proposition 1B and Proposition 1A.

Attachments

ATTACHMENT 1
TRADE CORRIDORS IMPROVEMENT FUND PROJECTS (TCIF)

Project # Allocation Amount Recipient RTPA/CTC District-County	Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
Proposition 1B – Locally Administered TCIF Projects on the State Highway System				
1 $23,600,000 City of Fontana SANBAG 08-San Bernardino **May 2011**	**I-10 Corridor Logistics Access Project (Citrus)** TCIF Project 57. In Fontana, on State Route 10 at Citrus Avenue interchange. Replace interchange. CEQA – MND, 11/21/08.) (NEPA – FONSI, 11/21/08.) (Contributions from local sources: $23,600,000.) (Future Consideration of Funding – Resolution E-09-08, March 2009.) Outcome/Output: Replace existing four-lane Citrus Avenue bridge over Interstate-10 with a seven-lane bridge, add one additional lane on all four ramps of the interchange, and widen the existing Citrus Avenue bridge over the Union Pacific Railroad from three lanes to six-lanes. Provide needed underneath clearance for the ultimate Interstate-10 HOV project. This project will substantially reduce delays on this corridor, increase throughout, and improve access to key logistics hubs and existing business and logistics centers.	08-0138G TCIF/10-11 CONST $23,600,000 0800000745 46810	**2011-12** 304-6056 TCIF 20.20.723.000	$23,600,000
2 $30,773,000 San Bernardino Associated Governments SANBAG 08-San Bernardino **June 2011**	**I-10 Corridor Logistics Access Project (Cherry)** TCIF Project 56. In Fontana, on State Route 10 at Cherry Avenue. Replace interchange. (Contributions from other sources: $30,773,000.) (Future Consideration of Funding – Resolution E-09-17, March 2009.) Outcome/Output: Replace existing five-lane Cherry Avenue bridge over Interstate 10 with an eight-lane bridge, add one additional lane on all four ramps of the interchange, provide extensive improvements at the Cherry-Slover intersection, improve the Cherry-Valley intersection, and widen the existing Cherry Avenue bridge over the Union Pacific railroad from four lanes to eight lanes. Provide needed underneath clearance for the ultimate Interstate-10 HOV project. This project will substantially reduce delays on this corridor, increase throughout, and improve access to key logistics hubs and existing business and logistics centers. **IF ALLOCATED, WOULD BE CONTINGENT UPON APPROVAL OF A BUDGET REVISION BY THE DEPARTMENT OF FINANCE.**	08-0137T TCIF/10-11 CONST $30,773,000 0800000744 4CONL 468004	**2011-12** 304-6056 TCIF 20.20.723.000	$30,773,000

ATTACHMENT 1
TRADE CORRIDORS IMPROVEMENT FUND PROJECTS (TCIF)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
Proposition 1B – Locally Administered TCIF Projects off the State Highway System				
3 $16,000,000 City of Corona RCTC 08-Riverside **August 2011**	**Auto Center Drive Separation** TCIF Project 43. In Corona, on Auto Center Drive south of Railroad Street. Reconstruct Auto Center Drive (4-lanes) with a grade separation over existing BNSF tracks. (The programmed TCIF funds are to be split: $1,700,000 for construction engineering and $14,300,000 for construction capital.) (Contributions from other sources: $11,955,000.) (CEQA – CE, 03/30/07.) (NEPA – CE, 01/24/08.) Outcome/Output: Per the City's Project Nomination, the project will replace the highway/railroad at-grade crossing with a grade separation (overhead) and will improve freight goods movement along the ACE SB-SUB Line through improved rail-line reliability, enhance goods movement via truck transport, eliminate vehicular delays thus reducing vehicular emissions and improve public safety through improved emergency response times.	08-TC43 TCIF/10-11 CONST $16,000,000 0800000915 925004L	2010-11 104-6056 TCIF 20.30.210.300	$16,000,000

ATTACHMENT 2
PROPOSITION 1A – HIGH-SPEED PASSENGER TRAIN PROGRAM PROJECTS (NON POSTIVE TRAIN CONTROL)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Program / Year Programmed: Phase Prgm'd Amount Project ID EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
Proposition 1A – High-Speed Passenger Train Bond Program - Non PTC (Urban/Commuter)				
1 $30,000,000 San Francisco Bay Area Rapid Transit District MTC 04-Various **Mar 2011**	**Rail Car Replacement.** Replacement of 669 original rail cars in the BART fleet. (CEQA – CE 15302) Outcome/Output: Provide continuous service by improving passenger capacity and boarding/lighting process. **CONTINGENT UPON BUDGET AUTHORITY BEING MADE AVAILABLE FOR NON-POSITIVE TRAIN CONTROL PROJECTS.**	HSR/10-11 CONST $30,000,000 0400020817 R283GA	**XXXX-XX** 104-6043 HSPTBF 30.10.100.000	$30,000,000
2 $1,000,000 San Francisco Bay Area Rapid Transit District MTC 04-Various **Mar 2011**	**Car Reconfiguration Capacity Increase.** Modifications to 100 rail cars for improvements to the passenger-carrying capacity. (CEQA – CE 15302) Outcome/Output: Increase passenger capacity and safety. **CONTINGENT UPON BUDGET AUTHORITY BEING MADE AVAILABLE FOR NON-POSITIVE TRAIN CONTROL PROJECTS.**	HSR/10-11 CONST $1,000,000 0400020818 R284GA	**XXXX-XX** 104-6043 HSPTBF 30.10.100.000	$1,000,000
3 $3,000,000 San Francisco Bay Area Rapid Transit District MTC 04-Various **Mar 2011**	**Cover Board Enhancement Project.** Installation of additional support brackets on approximately 22-miles on both tracks along the M-Line, A-Line, R-Line and C-Line. (CEQA – CE 15302) Outcome/Output: Reduce service delays and maintenance interruptions, thus improving on-time service. **CONTINGENT UPON BUDGET AUTHORITY BEING MADE AVAILABLE FOR NON-POSITIVE TRAIN CONTROL PROJECTS.**	HSR/10-11 CONST $3,000,000 0400020819 R285GA	**XXXX-XX** 104-6043 HSPTBF 30.10.100.000	$3,000,000
4 $17,707,000 Southern California Regional Rail Authority LACMTA 7-Los Angeles **Aug 10**	**Rehabilitation and Renovation of the Metrolink System** Improve railroad infrastructure for continued operations on the Metrolink system. (CEQA - Exempt) Outcome/Output: Allow for more reliable and timely connections to high-speed train system. **CONTINGENT UPON BUDGET AUTHORITY BEING MADE AVAILABLE FOR NON-POSITIVE TRAIN CONTROL PROJECTS.**	7-Pending HSR / 10-11 PS&E $884,000 CONST $16,823,000 **XXXXXXXXXX**	**XXXX-XX** 104-6043 HSPTBF **30.10.100.000**	$17,707,000

ATTACHMENT 2
PROPOSITION 1A – HIGH-SPEED PASSENGER TRAIN PROGRAM PROJECTS (NON POSTIVE TRAIN CONTROL)

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Program / Year Programmed: Phase Prgm'd Amount Project ID EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
Proposition 1A – High-Speed Passenger Train Bond Program - Non PTC (Urban/Commuter)				
5 $5,744,000 Los Angeles Metropolitan Transportation Authority LACMTA 07-Los Angeles **Sept 10**	**Regional Connector Transit Corridor.** Construction of two mile extension that will connect the Metro light rail system to high speed rail through downtown Los Angeles. Outcome/Output: Completion of State and federal environmental documents. **CONTINGENT UPON BUDGET AUTHORITY BEING MADE AVAILABLE FOR NON-POSITIVE TRAIN CONTROL PROJECTS.**	07-4381 HSR/10-11 PA&ED $114,874,000 0700020409 R261GA	**XXXX-XX** 104-6043 HSPTBF 30.10.100.000	$5,744,000 (Partial)
6 $4,900,000 San Joaquin Regional Rail Commission SJCOG 10-San Joaquin **Sept 2011**	**Stockton Passenger Track Extension** Extension of current station track over Miner Avenue including a new bridge structure stretching northward to the Equipment Maintenance Facility. (CEQA – CE, 21080(b)(10).) Outcome/Output: Extension will improve train access to station and passenger boarding access points. **CONTINGENT UPON BUDGET AUTHORITY BEING MADE AVAILABLE FOR NON-POSITIVE TRAIN CONTROL PROJECTS.**	HSR/10-11 CONST $4,900,000 1012000034 S R302GA	**XXXX-XX** 104-6043 HSPTBF 30.10.100.000	$4,900,000
7 $750,000 San Joaquin Regional Rail Commission SJCOG 10-San Joaquin **Sept 2011**	**Altamont Rail Corridor Environmental Studies** Development of near term improvements to the existing Altamont Commuter Express service in San Joaquin and Santa Clara Counties. Outcome/Output: Improve regional connectivity between the Central Valley and Bay Area by reducing travel time. **CONTINGENT UPON BUDGET AUTHORITY BEING MADE AVAILABLE FOR NON-POSITIVE TRAIN CONTROL PROJECTS.**	HSR/10-11 PA&ED $750,000 1012000035 S R303GA	**XXXX-XX** 104-6043 HSPTBF 30.10.100.000	$750,000
8 $19,285,000 San Diego Association of Governments SANDAG 11-San Diego **Aug 10**	**Blue Line Light Rail Improvements** Improve existing rail infrastructure on the Blue Line trolley including replacement of the switches and signaling system, and reconstruction of existing station platforms. (CEQA - Exempt) Outcome/Output: Provide for improved service flexibility and reliability for light rail operations. **CONTINGENT UPON BUDGET AUTHORITY BEING MADE AVAILABLE FOR NON-POSITIVE TRAIN CONTROL PROJECTS.**	11-Pending HSR / 10-11 CONST $19,285,000 **XXXXXXXXX**	**XXXX-XX** 104-6043 HSPTBF **30.10.100.000**	$19,285,000

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14-15, 2011

Reference No.: 4.11
Information

From: BIMLA G. RHINEHART
Executive Director

Subject: **STATEWIDE TRANSPORTATION NEEDS ASSESSMENT**

SUMMARY:

A presentation will be made, at the Commission's December 14-15, 2011 meeting, on revisions to the 2011 Statewide Transportation System Needs Assessment report that was presented as an information item at the October 2011 meeting. The revised report is available at http://www.catc.ca.gov/reports/2011Reports/2011_Needs_Assessment.pdf.

BACKGROUND:

In 2010, the Commission launched the development of a statewide multi-modal transportation needs assessment report through the collaboration with chief executive officers of Metropolitan Planning Organizations (MPOs), urban and rural regional transportation planning agencies (RTPAs), the Department of Transportation (Caltrans), along with transit agencies, rail, ports and airports. The goal of this assessment is to detail the multi-model needs of our transportation system for the next 10 years and identify possible strategies to respond to such needs.

The report was developed using resources (staff and financial) from several MPOs, RTPAs, Caltrans, and other transportation agencies and stakeholder organizations.

The last needs assessment for California's transportation system was completed by the Commission in May 1999. Senate Resolution 8 (Burton, 1999) requested the Commission, in consultation with the Department of Transportation and the state's regional transportation planning agencies, to produce and submit to the Senate Transportation Committee and the Senate President pro Tempore, by May 10, 1999, a 10-year needs assessment of the state's transportation system.

_CALIFORNIA
RURAL COUNTIES TASK FORCE

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November 28, 2011

Ms. Bimla Rhinehart
Executive Director
California Transportation Commission
1120 N Street, MS-52
Sacramento, CA 95814

RE: 2011 Statewide Transportation Needs Assessment

Dear Ms. Rhinehart:

On behalf of the 26 Regional Transportation Planning Agencies in the Rural Counties Task Force (RCTF), I would like to thank the California Transportation Commission (CTC) in taking the lead in preparing the 2011 Statewide Transportation Needs Assessment. In general, the group supports the document. The report does a good job of relaying the overall constrained transportation preservation, management, and expansion needs across the State of California and the anticipated funding shortfall. With that said, we would like to address a few concerns that have been brought to light in reviewing the Final document.

The RCTF was under the impression that the Needs Assessment was intended as a data document to make the case that there is a need to increase the level of investment currently being made to transportation in California. It is the belief of the group that the report goes beyond that goal by establishing policy recommendations in Chapter 7. Although most of the recommendations can be supported, there is one particular recommendation that is worrisome to the smaller Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Agencies (RTPAs). Policy recommendation #4 suggests Congress create a “Metro Mobility” program, which among other things, would redirect revenues that are now allocated to the Congestion Mitigation and Air Quality Program and the Surface Transportation Program. It would also allocate any new funding in the Federal Transit Administration programs for this new program. This would create yet another hardship for the rural counties who are already drastically underfunded. I am under the impression that the entire policy recommendation (Chapter 7) may be removed from the document. That would be a relief, however, a concern remains that the idea to redirect funds to the “mega-regions” has gained momentum.

The California Consensus Principles, established under the leadership of Governor Arnold Schwarzenegger, the Business, Transportation and Housing Agency, and the Department of Transportation (Caltrans) in 2009 were supported unanimously by the RCTF. The recent recommendations included in the 2011 Statewide Needs Assessment mirror some of the Consensus Principles.

Perhaps there have been unintended consequences in developing certain policies in the Consensus Principles, which have been unfavorable to the smaller regions in California. If this is the case, it may be time to review them and how they relate to other documents such as the 2011 Statewide Transportation Needs Assessment and future transportation bills to ensure they support accessibility and mobility for all travelers in California.

It has been pointed out to the RCTF that operational improvements to local streets and roads are not specifically identified as a documented need in this document. Projects such as minor shoulder widening, turn-outs, curve corrections and intersection improvements often consume a large percentage of rural agency budgets, yet this category is not identified in the narrative of the document. These types of projects are very important, particularly in smaller counties where capacity is a minor issue.

Lastly, there is concern that there are only four maps included in the report identifying system expansion and system management projects in San Diego, Los Angeles, the Sacramento Region and the San Francisco Bay Area. It would be beneficial if additional maps were provided to convey the transportation needs for the entire State, not just the four “mega-regions”.

Thank you for the opportunity to provide comments to the Final 2011 Statewide Transportation Needs Assessment. We support the overall purpose of the assessment and feel that it is valuable in expressing the transportation needs in California. I would be happy to discuss the concerns expressed above.

Sincerely,

Lisa Davey-Bates, Chair
Rural Counties Task Force

Cc: Rural Counties Task Force Members

4.4

UPDATE ON I-5 CARPOOL LANE AND FREEWAY WIDENING PROJECT – ORANGE COUNTY LINE TO I-605

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 14-15, 2011
CALIFORNIA TRANSPORTATION COMMISSION MEETING

4.13

DEVIL'S SLIDE PROJECT UPDATE

A VERBAL PRESENTATION ON THIS ITEM
WILL BE MADE AT THE DECEMBER 14-15, 2011
CALIFORNIA TRANSPORTATION COMMISSION MEETING

3.17

STATUS UPDATE ON CORRIDOR MOBILITY ACCOUNT (CMIA) PROJECTS

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE DECEMBER 14-15, 2011
CALIFORNIA TRANSPORTATION COMMISSION MEETING

STATUS UPDATE ON STATE ROUTE 99 (SR 99) PROJECTS

INFORMATION ON THIS ITEM WILL BE
PROVIDED PRIOR TO THE DECEMBER 14-15, 2011
CALIFORNIA TRANSPORTATION COMMISSION MEETING

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 3.12
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Subject: **PROPOSITION 1B QUARTERLY REPORTS**

The attached package includes the California Department of Transportation's quarterly reports for the Proposition 1B Bond Program. These reports have been discussed with California Transportation Commission's staff.

The proposition 1B Fiscal Year 201-12 First Quarter Reports are in the following order:

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

Attachments

CALIFORNIA DEPARTMENT OF TRANSPORTATION

First Quarter FY 2011-12 Corridor Mobility Improvement (CMIA) Bond Program Report

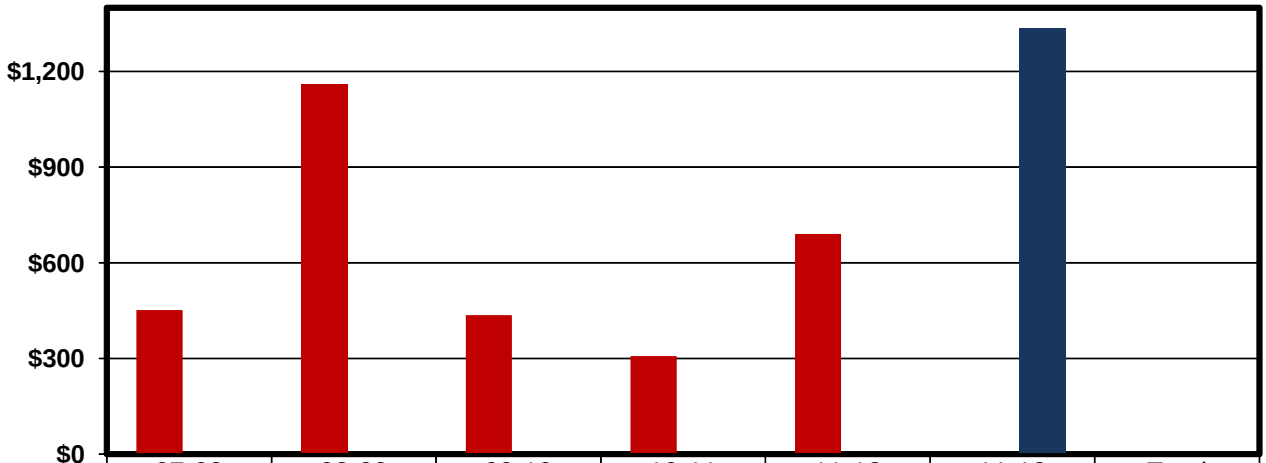
Quarterly Report to the California Transportation Commission

CMIA Program Status

First Quarter FY 2011-12

In the CMIA bond program budget, $3.979 billion is to be allocated for construction. In addition, $403 million is for other funded project components including right of way and engineering support costs. There is also $90 million set aside for bond administrative costs and an uncommitted balance of $28 million. To date, $3.045 billion has been allocated. The allocated amount utilizes 69 percent of the committed program funds.

CMIA Bond Program Allocations (millions)



	07-08	08-09	09-10	10-11	11-12	11-12	Total
Actual	$451.7	$1,158.9	$436.1	$307.6	$690.6		$3,044.9
Planned						$1,337.5	$1,337.5

CMIA Bond Program Funding (millions)

Component	Available	Allocated	Percent
Construction			
Support	$ 396.1	$ 292.2	74%
Capital	$ 3,979.2	$ 2,745.5	69%
Right of Way			
Capital	$ 0.5	$ 0.5	100%
Preliminary Engineering			
Support	$ 6.7	$ 6.7	100%
Committed Subtotal	$ 4,382.5	$ 3,044.9	69%
Uncommitted	$ 27.5		
Bond Administration	$ 90.0		
Program Total	$ 4,500.0		

CMIA Program Progress Report

First Quarter FY 2011-12

This report reflects the program delivery status of Corridor Mobility Improvement Account (CMIA) Program bond funds for the 54 projects originally adopted on March 15, 2007 by the California Transportation Commission and an additional 25 projects amended into the program with one project being deleted. The projects in the program have an overall value of $10.6 billion including CMIA bond funds for $4.4 billion.

Projects in Original Adopted CMIA Program								
#	Co	Rte	Project	Scope	Budget	Schedule (Awd)	Schedule (CCA)	Phase
1	Ala	580	EB I-580 EB HOV Hacienda to Greenville	◆	☒	☒	◆	Construction
2	Ala	580	I-580 WB HOV Ln Greenville to Foothill	◆	◆	☒		Design
3	Ala	580	I-580 / Isabel IC	☑	☑		☑	Construction
4	Ala	880	I-880 SB HOV Lane Extension	☑	◆	☒		Design
5	Ala	24	Rte 24 Caldecott Tunnel Fourth Bore	☑	☑		☑	Construction
6	Cal	4	SR4 Angels Camp Bypass	Open to Traffic				Closeout
7	CC	4	SR4 E Widening fr Somersville to SR 160	☑	☑	☑	☑	Construction
8	Ala	80	I-80 Integrated Corridor Mobility Project	☑	☑	☑		Design
9	ED	50	US 50 HOV Lanes – Phase 1	☑	☑		◆	Construction
10	Ker	46	Route 46 Expressway – Segment 3	☑	☑		☑	Construction
11	Kin	198	Route 198 Expressway	☑	☑		◆	Construction
12	LA	405	I-405 Carpool Ln I-10 to US101 (NB)	☑	☑		☑	Design-Build
13	LA	5	I-5 Carpool Ln fr Rte 134 to Rte 170	☑	☑	☒	◆	Construction
14	LA	5	I-5 Carpool Ln & Mixed Flow Ln	☑	☑	☒		Design
15	Mrn	101	Hwy 101 Mrn-Son Narrows Project	☑	☑	☑	◆	Construction
16	Mrn	580	WB I-580 to NB 101 Connector Impvmts	Open to Traffic				Closeout
17	Mon	1	Salinas Road Interchange	☑	☑		◆	Construction
18	Nap	12	SR12 Jameson Canyon – Phase 1	☑	☑	◆		Advertised
19	Nev	49	Rte 49 La Barr Meadows Widening	☑	☑		☑	Construction
20	Ora	91	SR 91 EB Ln – Rte 241 to Rte 71	Open to Traffic				Closeout
21	Ora	22	SR 22/I-405/I-605 HOV Conn w ITS	☑	☑		☑	Construction
22	Ora	91	Widen EB/WB SR91 E 55 Conn E Weir	☑	☑		☑	Advertised
23	Ora	57	Widen NB S Katella to N Lincoln Ave	☑	☑	☑		Advertised
24	Ora	57	Widen NB N SR91 to N Lambert Rd	☑	☑		☑	Construction
25	Pla	65	Lincoln Bypass	☑	☑		☑	Construction
26	Pla	80	Pla 80 HOV Phase 2	☑	☑		◆	Construction
27	Pla	80	Pla 80 HOV Phase 3	☑	☑		◆	Construction
28	Riv	215	Add one mixed flow ln in each direction	☑	☑		☑	Construction
29	Riv	91	HOV Lane Gap closure	☑	☑	◆		Advertised
30	Sac	50	Hwy 50 Bus/Carpool Lanes	☑	☑		☑	Construction
31	Sac	Loc	White Rock Rd fr Grant Line to Prairie City	☑	☒	☒		Design
32	SBd	10	I-10 WB Mixed Flow ln addition	☑	☑		◆	Construction
33	SBd	215	I-215 North Segments 1 & 2	☑	☑		☑	Construction
34	SBd	210	State Route 210/215 Connectors	☑	☑		◆	Construction
35	SBd	215	I-215 North Segments 5	☑	☑		◆	Construction
36	SBd	10	Widen exit ramps & add aux lanes	☑	☑		◆	Construction
37	SD	15	Managed Lanes South Segment	☑	☑		☑	Construction
38	SD	5	I-5 North Coast Corridor – Stage 1A	☑	☑		◆	Construction
39	SJ	205	I-205 Auxiliary Lanes	☑	☑		◆	Construction
40	SLO	46	Rte 46 Corridor Impvmts (Whitley 1)	☑	☑		☑	Construction
41	SM	101	Widen US 101 and add Aux Lns	☑	☑		☑	Construction
42	SCl	880	I-880 Widening (SR237 to US 101)	☑	☑	◆		Advertised
43	SCl	101	US101 Aux Lns SR85 to Embarcadero Rd	☑	☑	◆		Advertised
44	SCl	101	US101 Impvmts (I-280 to Yerba Buena Rd)	☑	☑		☑	Construction
45	SCr	1	Hwy 1 Soquel to Morissey Aux Lns	☑	☑	◆		Advertised
46	Sha	5	Cottonwood Hills Truck Climbing Lane	☑	☑		☑	Construction
47	Sol	80	I-80 HOV Lanes Fairfield	☑	☑		☑	Construction
48	Son	101	US 101 HOV Ln – Railroad to Rohnert Pk	☑	☑		☑	Construction
49	Son	101	US 101 HOV Lanes – North Phase A	Open to Traffic				Closeout
50	Son	101	US 101 HOV Lanes – Wilfred	☑	☑		☑	Construction
51	Sta	219	Route 219 Expressway Phase 1	Open to Traffic				Closeout
52	Sta	219	Route 219 Expressway Phase 2	☑	☒	☒		Design
53	Tuo	108	E. Sonora Bypass Stage II	☑	☑	☑		Advertised
54	Ven	101	HOV Lns Mussel Shoals to Casitas Pass	☑	☑	☑		Advertised

Legend
- ☑ *No known scope, budget or schedule issues.*
- ◆ *Potential scope, budget or schedule issues.*
- ◆ *Award delay due to availability of bond funds.*
- ☒ *Known scope, budget or schedule issues.*

Projects Amended into CMIA Program								
#	Co	Rte	Project	Scope	Budget	Schedule (Awd)	Schedule (CCA)	Phase
55	Son	101	Central Project – Phase B	☑	☑		☑	Construction
56	Sac	80	I-80 HOV Ln – Across the top	☑	☑		◆	Construction
57	SJ	5	I-5 HOV Widening and CRCP	☑	☑		◆	Construction
58	SLO	101	Santa Maria Bridge	☑	☑		◆	Construction
59	SD	15	Mira Mesa Direct Access Ramp	☑	☑	◆		Design
60	Sha	5	South Redding 6-Lane	☑	☑		☑	Construction
61	But	32	But 32 Hwy Widening	☑	☑		◆	Advertised
62	Ala	84	Ala 84 Expressway	☑	☑	☑		Advertised
63	Mrn	101	Sonoma Narrows Project 2B	Project Deleted				
64	Tul	198	Plaza Dr IC / Aux Lns	☑	☑	☑		Advertised
65	Var	Var	Freeway Performance Initiative	◆	☒	☑		Design
66	SBd	215	I-215 Gap Closure	☑	☑	☑		Design
67	LA	10	I-10 HOV Citrus to 57	◆	☑	◆		Design
68	Sol	80	I-80/SR12 WB Connector	☑	☑	☒		Environmental
69	Son	101	North Project – Phase B Airport IC	☑	☑	☑		Design
70	SCl	880	I-880I-280 Stevens Creek IC Impvmts	☑	☑	☑		Design
71	CC	4	SR 4 Bypaass Fwy Phase 1 & 2	Combined w #7				
72	Pla	65	Lincoln Bypass Ph 2A Seg 1	Combined w #25				
73	ED	50	US 50 HOV Lns Phase 2A Seg 1	Combined w #9				
74	Son	101	MSN Petaluma River Bridge	Combined w #15				
75	SCl	101	Capitol Exp Yerba Buena IC	BL Agmt Pending				Design
76	SBd	15	La Mesa Nisqualli Rd IC	☑	☑	☑		Advertised
77	SD	805	HOV Lns – SR54 to SR94	☑	☑	☑		Design
78	SD	805	HOV Lns – Palomar to SR94	☑	☑	☑		Design
79 .	SLO	46	Whitley 2A	☑	☑	☑		Design
80	Ora	74	SR 75 / I-5 IC	☑	☑	☑		Design
81	SD	805	805 Managed Lns North	☑	☑	☑		Design

Overall Program Status

To date, 65 projects have completed the preliminary engineering and environmental evaluation phase, 56 projects have completed the design phase. There are 34 projects under construction and 11 projects (seven segments and five full projects) have been completed.

FY 2011-12 Accomplishments

Progress continues to be made to deliver and implement the adopted CMIA program. To date, in FY 2011-12, two projects completed the end environmental milestone, three projects completed the end right of way milestone, one project was awarded and one project segment completed construction.

First Quarter FY 2011-12 Milestones Met

The following projects completed a major project delivery milestone in the last quarter:

Cty	Rte	Project	Milestone
Ala	580	EB I-580 EB HOV Hacienda to Greenville Segment 2	CCA
Ala	80	I-80 Integrated Corridor Mobility Project	End Env
Ora	57	Widen NB S Katella to N Lincoln Ave	End RW
Ven	101	HOV Lns Mussel Shoals to Casitas Pass	End RW
SCl	880	I-880I-280 Stevens Creek IC Impvmts	End Env
CC	4	SR 4 Bypaass Fwy Phase 1 & 2	End RW
Sac	80	I-80 HOV Ln – Across the top	Award

CMIA Program Project Action Plan Report

First Quarter FY 2011-12

Listed below are project action plans that have been identified to address identified scope, cost or schedule issues on projects.

Index of Project Action Plans by Category

(1) Potential Projects to Watch

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Proposed Adjustments
1	4	ALA	580	I-580 Eastbound HOV Lane - Corridor Project #3	$ 21,563	$ 22,263	Cost, Schedule, Scope
2	4	ALA	580	I-580 Westbound HOV Lane	$ 101,700	$ 137,886	Cost, Schedule, Scope
4	4	Ala	880	SB HOV Ln Extension	$ 94,600	$ 108,000	Cost, Schedule
13	7	LA	5	I-5 Carpool Ln fr Rte 134 to Rte 170 - Corridor	$ 73,000	$ 733,854	Schedule
14	7	LA	5	I-5 Carpool Ln and Mixed Flow Ln	$ 387,000	$ 1,241,577	Schedule
31	3	Sac	Loc	White Rock Road	$ 21,600	$ 25,850	Cost, Schedule
52	10	Sta	219	Expressway Phase 2	$ 18,813	$ 50,500	Cost, Schedule

(2) Project changes that will require Commission action, plan has been submitted for preparing an amendment.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Proposed Adjustments

(3) Project changes that will require Commission action, preparation of a plan has just started.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Proposed Adjustments
59	11	SD	15	Mira Mesa Direct Access Ramp	$ 40,200	$ 82,557	Cost, Schedule
65	4	Var	Var	Freeway Performance Initiative	$ 42,957	$ 84,739	Cost
67	7	LA	10	I-10 HOV (Citrus to 57)	$ 26,100	$ 192,143	Delete Project
68	4	Sol	80	I-80 / SR 12 WB Connector	$ 24,000	$ 111,000	Schedule

(4) End Construction Date Project changes for projects under construction.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Variance
9	3	ED	50	US 50 HOV Lns – Phase 1	$ 20,000	$ 44,568	CCA Date
11	6	Kin	198	Rte 46 Expressway	$ 44,514	$ 92,921	CCA Date
17	5	Mon	1	Salinas Rd Interchange	$ 18,568	$ 30,023	CCA Date
26	3	Pla	80	Pla 80 HOV Lns Ph 2	$ 8,484	$ 47,577	CCA Date
27	3	Pla	80	Pla 80 HOV Lns Ph 3	$ 22,985	$ 49,374	CCA Date
32	8	SBd	10	Westbound Mixed Flow Lane Addiion	$ 14,074	$ 30,760	CCA Date
34	8	SBd	210	SR 210/215 Connectors	$ 29,000	$ 77,658	CCA Date
35	8	SBd	215	I-215 North Segment 5	$ 36,540	$ 44,740	CCA Date
36	8	SBd	215	Widen Exit Ramps & Add Aux Lns @ Cherry, Citrus	$ 8,880	$ 18,300	CCA Date
38	11	SD	15	I-5 North Coast Corridor	$ 24,500	$ 154,664	CCA Date
39	10	SJ	205	Aux Lanes	$ 9,070	$ 36,072	CCA Date
56	3	Sac	80	I-80 HOV Ln – Across the top	$ 53,537	$ 133,035	CCA Date
57	10	SJ	5	I-5 Widening and CRCP	$ 42,470	$ 121,278	CCA Date
58	5	SLO	101	Santa Maria Bridge	$ 31,174	$ 50,299	CCA Date

(5) Program amendments that were approved by the CTC during the past quarter.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Variance
50	*4*	*Son*	*101*	*US 101 HOV Lns Wilfred*	*$30,700*	*$77,115*	*Cost*

Project Action Plan:
STIP budget updated to reflect actual expenditures.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Variance
54	*7*	*Ven*	*101*	*HOV Lns, Mussel Shoals to Casitas Pass Rd*	*$131,600*	*$151,470*	*Cost Adjustment at Vote, Schedule*

Project Action Plan:
Funding plan was updated.

(5) Non-CMIA Program amendments that were approved by the Project Team during the past quarter.

None

Project Action Plans – Narrative *(in project ID order)*

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Variance
1	*4*	*ALA*	*580*	*I-580 Eastbound HOV Lane - Corridor Project #3*	*$21,563*	*$22,263*	*Cost, Schedule, Scope*

Project Action Plan:
An amendment is being prepared for segment 3 to cover scope, cost, and schedule changes. The project has experienced delays in the schedule, and additional local funds have been brought in to fund design expenditures exceeding the baseline budget and to combine this project with one of the westbound HOV contracts, which has overlapping limits and to add scope.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Variance
2	*4*	*ALA*	*580*	*I-580 Westbound HOV Lane*	*$101,700*	*$137,886*	*Scope, Cost, Schedule*

Project Action Plan:
An amendment is being prepared to update scope, cost, and schedule changes. $29.9 million of SHOPP rehabilitation work is being added to the project. Due to right of way delays, the schedule is being delayed one year.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Variance
4	*4*	*Ala*	*880*	*SB HOV Ln Extension*	*$94,600*	*$108,000*	*Cost, Schedule*

Project Action Plan:
A plan is being prepared to update the funding plan, project schedule, and stage construction into two contracts. Additional local funds will be added to fund pre-construction components. The schedule is being delayed to incorporate changes as a result of value analysis recommendations and seismic retrofit strategies.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Variance
13	*7*	*LA*	*5*	*I-5 Carpool Ln fr Rte 134 to Rte 170 - Corridor*	*$ 73,000*	*$ 733,854*	*Schedule*

Project Action Plan:
The latest schedule information for this project indicates that the current award date is in August, 2012. This project has experienced a number of recurring delays, and it is being identified as a project to watch.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Variance
14	*7*	*LA*	*5*	*I-5 Carpool Ln and Mixed Flow Ln*	*$387,000*	*$1,241,577*	*Schedule*

Project Action Plan:
Despite a fairly recent amendment to stage and split the project with revised schedule dates, the latest information for this project indicates additional time is needed to secure right of way for construction. This project has experienced a number of recurring delays, and it is being identified as a project to watch.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Variance
31	*3*	*Sac*	*Loc*	*White Rock Road*	*$21,600*	*$25,850*	*Cost, Schedule*

Project Action Plan:
The project has minor changes to the project cost and schedule. The changes are due to refinements made to the project design. Changes included increasing the design speed and median width. There were also utility conflicts that required relocation of utilities, and additional drainage work to accommodate a 100 year storm. There were cost savings of CMIA funds on support components. There is an increase in construction capital that will be funded with local funds.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Variance
52	*10*	*Sta*	*219*	*SR 219 Expwy, Phase 2 (Morrow Rd to Rte 108)*	*$18,813*	*$50,500*	*Cost, Schedule*

Project Action Plan:
A detailed traffic analysis has identified a need for additional improvements in order to meet the benefits of the project. Furthermore, additional constructions working days are needed to construct the project. These changes require cost adjustments to all support components and the project schedule. The Construction Capital component remains fully funded with $26 million programmed. The latest construction estimate is at $14,583,000. STIP savings from Construction Capital will be transferred to cover the shortfall in the support components. A CMIA Baseline Amendment and Funds Request are being processed to reflect cost and schedule changes.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Variance
59	*11*	*SD*	*15*	*Mira Mesa Direct Access Ramp*	*$40,200*	*$82,557*	*Cost, Schedule*

Project Action Plan:
The PA&ED and PS&E cost components funded with local funds have exceeded the baseline approved budgets. Documentation will be provided to show how the budget has been supplemented with additional funds. This will be a team approved change. The schedule has been delayed slightly while SANDAG has been involved in securing parcel from a college. The property has been secured and the project is ready to be delivered.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Variance
65	*4*	*Var*	*Var*	*Freeway Performance Initiative*	*$ 42,957*	*$ 84,739*	*Cost*

Project Action Plan:
The PA&ED budget (CMAQ funds) is over expended. CMAQ funds are transferable between components. The first project segment is planned for allocation (project to be delivered in five segments) in April, 2012. At that time a baseline amendment will be provided to update the funding plan and to delete a minor portion of scope that can't be delivered in time due to environmental issues.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Variance
67	*7*	*LA*	*10*	*I-10 HOV (Citrus to 57)*	*$26,100*	*$192,143*	*Schedule, Transfer of Funds*

Project Action Plan:
This project is segment 3 along the Route 10 corridor. This project is being delayed due to delays in acquiring right of way. It is proposed to delete this project from the CMIA program and to make the funds available for programming for a new project along the same corridor for segment 2.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Variance
68	*4*	*Sol*	*80*	*I-80 / SR 12 WB Connector*	*$ 24,000*	*$ 111,000*	*Schedule*

Project Action Plan:

The project is a high risk for delivery. The PAED date has slipped two months and may slip more. The critical path for delivering this project is completing the biological opinion, finishing the environmental document and project report for project approval. Once PAED has been achieved, then there are 34 right of way parcels that need to be acquired.

The California Department of Transportation

First Quarter FY 2011-12

CMIA Program Delivery Report

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's) LST QTR	CMIA PROJECT COST ($1,000's) LST QTR	PROJECT DESCRIPTION	APPVD END ENVIRONMENTAL	CURR END ENVIRONMENTAL	% Complete	APPVD END DESIGN	CURR END DESIGN	% Complete	APPVD END RIGHT OF WAY	CURR END RIGHT OF WAY	% Complete	APPVD AWARD	AWARD	% Complete	APPVD CCA	CURR CCA
									100	Milestone Completed						Milestone Behind Schedule				
									100	Awarded						Award Behind Schedule				
Award delay due to availability of Bond funds																				
I-580 Eastbound HOV Lane - Greenville to Hacienda - Corridor Project																				
1	04	Ala	580	$ 59,280	$ 29,037	Corridor Project #1 (EA 29084)	11/01/07	11/02/07	100	02/01/08	04/08/08	100	02/01/08	01/31/08	100	06/01/08	07/28/08	100	12/01/11	02/02/10	100
				$ 56,491	$ 5,765	Corridor Project #2 (EA 29083)	11/01/07	11/02/07	100	06/01/08	06/19/08	100	02/01/08	02/28/08	100	07/01/09	07/22/09	100	12/01/11	09/30/11	100
				$ 22,263	$ 21,563	Corridor Project #3 (EA 29085)	12/01/08	11/01/11	90	06/01/09	05/01/12	90	03/01/10	05/01/12	30	08/01/10	09/01/12		12/01/11	11/01/14	
				$ 138,034	$ 56,365	Corridor Summary	12/01/08	11/01/11		06/01/09	05/01/12		03/01/10	05/01/12		06/01/08	07/28/08		12/01/11	11/01/14	
I-580 Westbound HOV Lane - Greenville to Foothill - Corridor Project																				
2	04	Ala	580	$ 73,136	$ 49,336	Corridor Project #1 (EA 29086)	11/01/09	01/26/10	100	03/01/11	03/01/12	97	03/01/11	03/01/12	80	08/01/11	09/01/12		10/01/13	11/01/14	
				$ 62,390	$ 52,364	Corridor Project #2 (EA 29087)	11/01/09	01/26/10	100	03/01/11	02/01/12	95	03/01/11	02/01/12	40	08/01/11	06/01/12		10/01/13	11/01/14	
				$ 2,360	$ -	Corridor Project #3 (EA 29088)	11/01/09	01/26/10	100	03/01/11	04/01/12	65	03/01/11	04/01/12	40	08/01/11	09/01/12		10/01/13	11/01/14	
				$ 137,886	$ 101,700	Corridor Summary	11/01/09	01/26/10	100	03/01/11	04/01/12		03/01/11	04/01/12		08/01/11	06/01/12		10/01/13	11/01/14	
I-580 / Isabel Interchange - Corridor Project																				
3	04	Ala	580	$ 47,575	$ 17,775	Corridor Project #1 (EA 17131)	08/01/07	08/15/07	100	10/01/08	10/24/08	100	08/01/08	08/01/08	100	06/01/09	06/22/09	100	03/01/12	03/01/12	88
				$ 9,370	$ 2,370	Corridor Project #2 (EA 17132)	08/01/07	08/15/07	100	10/01/08	10/24/08	100	08/01/08	08/01/08	100	06/01/09	06/22/09	100	01/01/12	10/31/11	99
				$ 73,313	$ 25,113	Corridor Project #3 (EA 17133)	08/01/07	08/15/07	100	08/01/08	08/22/08	100	08/01/08	07/24/08	100	07/01/09	07/23/09	100	01/01/12	12/31/11	94
				$ 130,258	$ 45,258	Corridor Summary	08/01/07	08/15/07	100	10/01/08	10/24/08	100	08/01/08	08/01/08	100	06/01/09	06/22/09	100	03/01/12	03/31/12	
4	04	Ala	880	$ 108,000	$ 94,600	I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd	11/01/09	02/09/10	100	09/01/11	05/01/12	90	09/01/11	05/01/12	80	03/01/12	07/01/12		04/01/14	11/01/14	
State Route 24 Caldecott Tunnel - Fourth Bore - Corridor Project																				
5	04	Ala CC	24	$ 372,757	$ 73,439	Corridor Project #1 (EA 29491)	10/01/07	09/12/07	100	01/01/09	02/02/09	100	01/01/09	10/30/08	100	11/01/09	11/10/09	100	05/01/14	05/01/14	50
				$ 4,730	$ -	Corridor Project #2 (EA 29492)	10/01/07	09/12/07	100	11/14/08	11/14/08	100	01/01/09	08/26/08	100	12/22/09	12/22/09	100	03/01/11	04/20/11	100
				$ 642	$ -	Corridor Project #3 (EA 29493)	10/01/07	09/12/07	100	11/17/08	11/17/08	100	01/01/09	09/26/08	100	12/23/09	12/23/09	100	07/01/10	07/19/10	100
				$ 378,129	$ 73,439	Corridor Summary	10/01/07	09/12/07	100	01/01/09	02/02/09	100	01/01/09	10/30/08	100	11/01/09	11/10/09	100	05/01/14	05/01/14	
6	10	Cal	4	$ 60,688	$ 3,574	Angels Camp Bypass	06/01/02	06/28/02	100	06/01/06	06/22/06	100	05/01/07	06/16/06	100	09/01/07	08/11/07	100	09/01/10	09/24/09	100
State Route 4 East Widening from Somersville to Route 160																				
7	04	CC	4	$ 72,930	$ 12,428	Corridor Project #1 (EA 285C)	07/01/05	07/06/06	100	06/01/10	04/30/10	100	06/01/10	04/15/10	100	10/01/10	12/23/10	100	02/01/13	06/01/13	29
				$ 122,550	$ 25,200	Corridor Project #2 (EA 2285E)	07/01/05	07/06/06	100	06/01/11	06/21/11	100	06/01/10	04/15/11	100	09/01/11	12/01/11		02/01/15	02/01/15	
				$ 100,445	$ 43,100	Corridor Project #3 (EA 1G940)	07/01/05	07/06/06	100	09/01/11	06/01/11	95	06/01/11	06/01/11	95	02/01/12	02/01/12		12/01/14	12/31/14	
				$ 110,355	$ -	Corridor Project #4 (EA 1G941)	07/01/05	07/06/06	100	05/01/12	05/16/12	70	04/01/12	04/16/12	40	10/01/12	03/01/12		12/01/14	12/31/14	
				$ 41,162	$ 25,000	Corridor Project #5 (EA 24657)	09/30/07	09/30/07	100	08/05/11	12/12/11	95	08/05/11	08/05/11	100	10/13/11	10/13/11		09/30/13	02/01/14	
				$ 447,442	$ 105,728	Corridor Summary	09/30/07	09/30/07	100	05/01/12	05/16/12		04/01/12	04/16/12		10/01/10	12/23/10		02/01/15	02/01/15	

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I-80 Integrated Corridor Mobility Project																				
8	04	Ala CC	80	$ 8,384	$ 7,584	Corridor Project #1 (EA 3A774)	07/01/11	07/29/11	100	07/01/11	09/30/11	100			100	03/01/12	07/01/12		04/01/15	01/01/14
				$ 6,163	$ 5,363	Corridor Project #2 (EA 3A775)	07/01/11	07/29/11	100	06/01/12	06/30/12	80				10/01/12	10/01/12		04/01/14	04/01/14
				$ 2,866	$ 2,466	Corridor Project #3 (EA 3A771)	08/31/09	08/31/09	100	10/28/09	10/28/09	100	10/28/09	12/28/09	100	03/01/11	04/28/11	100	04/01/12	04/01/12
				$ 12,293	$ 10,918	Corridor Project #4 (EA 3A776)	05/01/11	07/29/11	100	08/01/11	11/30/11	95	06/01/11	11/15/11	90	05/01/12	05/01/12		12/01/13	12/01/13
				$ 34,849	$ 28,969	Corridor Project #5 (EA 3A777)	07/01/11	07/29/11	100	11/01/11	11/30/11	95	08/02/11	11/15/11	90	05/01/12	05/01/12		04/01/14	04/01/14
				$ 64,555	$ 55,300	Corridor Summary	07/01/11	07/01/11	100	06/01/12	06/30/12		08/02/11	11/15/11		03/01/11	04/28/11		04/01/15	04/01/14
US 50 HOV Lanes - Corridor Project																				
9	03	ED	50	$ 44,568	$ 20,000	Corridor Project #1 (EA 3A711)	06/01/02	06/28/02	100	05/01/08	08/26/08	100	05/01/08	04/22/08	100	12/01/08	11/18/08	100	06/01/10	11/10/11	99
				$ 13,660	$ 9,500	Corridor Project #2 (EA 3A712)	06/01/02	06/01/02	100	06/01/11	11/30/11	95	12/01/11	10/17/11		04/01/12	04/01/12		10/01/13	10/01/13
				$ 58,228	$ 29,500	Corridor Summary	06/01/02	06/01/02	100	06/01/11	11/30/11		12/01/11	10/17/11		12/01/08	11/18/08		10/01/13	10/01/13
10	06	Ker	46	$ 75,570	$ 32,751	Route 46 Expressway - Segment 3	06/01/05	06/14/05	100	03/01/10	05/03/10	100	05/01/10	05/28/10	100	07/01/10	01/26/11	100	07/01/14	07/26/14	26
11	06	Kin Tul	198	$ 92,921	$ 44,514	Route 198 Expressway	06/01/03	06/30/03	100	10/01/08	10/01/08	100	05/01/09	05/08/09	100	10/01/09	09/01/09	100	02/01/12	09/17/12	71
12	07	LA	405	$ 1,034,000	$ 703,900	I-405 Carpool Lane I-10 To US 101 (Northbound)	02/01/08	02/29/08	100	04/01/13	10/10/08	100	06/01/11	09/18/12		04/01/09	04/23/09	100	04/01/13	04/03/13	25
Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project																				
13	07	LA	5	$ 152,624	$ -	Corridor Project #1 (EA 12184)	12/29/00	12/29/00	100	06/30/09	06/29/09	100	06/30/09	06/25/09	100	10/31/10	12/06/10	100	12/31/13	02/20/14	5
				$ 129,360	$ -	Corridor Project #2 (EA 1218V)	12/29/00	12/01/00	100	12/31/08	12/16/09	100	12/31/08	12/16/08	100	11/30/09	10/14/10	100	12/31/12	05/19/14	25
				$ 451,870	$ 73,000	Corridor Project #3 (EA 1218W)	06/28/02	12/29/00	100	10/01/11	04/18/12	30	10/01/11	03/22/12	20	03/01/12	12/24/12		12/31/15	12/13/17	
				$ 733,854	$ 73,000	Corridor Summary	06/28/02	12/29/00	100	10/01/11	04/18/12		10/01/11	03/22/12		11/30/09	10/14/10	100	12/31/15	12/13/17	
I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project																				
14	07	LA	5	$ 110,573	$ 72,291	Corridor Project #1 (EA 21591)	06/29/07	06/29/07	100	06/30/11	06/30/11	100	05/10/11	12/15/11	95	12/30/11	12/30/11		04/29/15	06/30/15	
				$ 416,204	$ -	Corridor Project #2 (EA 21592)	05/01/07	06/29/07	100	01/01/13	01/18/13	50	01/01/13	06/20/13	5	06/01/13	06/20/13		12/01/16	12/20/16	
				$ 214,421	$ 146,997	Corridor Project #3 (EA 21593)	06/29/07	06/29/07	100	03/01/12	03/23/12	85	03/01/13	07/31/12	5	08/01/12	08/14/12		04/01/16	04/18/16	
				$ 302,159	$ 167,712	Corridor Project #4 (EA 21594)	06/01/07	06/01/07	100	03/01/12	03/23/12	85	03/01/12	07/31/12	0	08/01/12	08/14/12		04/01/16	04/04/16	
				$ 198,220	$ -	Corridor Project #5 (EA 21595)	06/29/07	06/29/07	100	01/01/13	01/18/13	20	01/01/13	06/03/13	0	06/01/13	06/17/13		12/01/16	12/02/16	
				$ 1,241,577	$ 387,000	Corridor Summary	06/29/07	06/29/07	100	01/01/13	01/18/13		03/01/13	06/20/13		12/30/11	12/30/11		12/01/16	12/20/16	
Highway 101 Marin-Sonoma Narrows - Corridor Project																				
15	04	Mrn Son	101	$ 78,070	$ 18,550	Corridor Project #1 (EA 26407)	09/30/09	10/29/09	100	03/01/12	03/01/12	95	03/01/12	03/01/12	35	07/01/12	08/01/12		06/01/15	12/01/14	
				$ 123,133	$ 72,717	Corridor Project #2 (EA 2640U)	09/30/09	10/29/09	100	03/01/12	02/01/12	95	03/01/12	02/01/12	35	07/01/12	06/01/12		06/01/15	06/01/15	
				$ 49,842	$ 29,773	Corridor Project #3 (EA 26406)	09/30/09	10/29/09	100	07/01/10	10/05/10	100	07/01/10	07/08/10	100	12/01/10	06/02/11	100	12/02/13	12/02/12	37
				$ 251,045	$ 121,040	Corridor Summary	09/30/09	10/29/09	100	03/01/12	03/01/12		03/01/12	03/01/12		12/01/10	06/02/11		06/01/15	06/01/15	
16	04	Mrn	580	$ 17,852	$ 17,852	Westbound I-580 to Northbound US 101 Connector	01/01/08	01/31/08	100	03/01/09	03/12/09	100	11/01/08	10/31/08	100	11/01/09	11/04/09	100	03/01/11	01/27/11	100
17	05	Mon	1	$ 30,023	$ 18,568	Salinas Road Interchange	06/01/06	06/26/06	100	01/01/09	12/31/08	100	11/01/08	11/13/08	100	05/01/09	10/07/09	100	07/01/11	07/15/13	41

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's) LST QTR	CMIA PROJECT COST ($1,000's) LST QTR	PROJECT DESCRIPTION	APPVD END ENVIRONMENTAL	CURR END ENVIRONMENTAL	% Complete	APPVD END DESIGN	CURR END DESIGN	% Complete	APPVD END RIGHT OF WAY	CURR END RIGHT OF WAY	% Complete	APPVD AWARD	AWARD	% Complete	APPVD CCA	CURR CCA
SR 12 Jameson Canyon Widening - Phase 1 - Corridor Project																				
18	04	Nap Sol	12	$ 2,190	$ -	PAED Costs Phase 2 (EA 26412)														
				$ 45,958	$ 23,000	Corridor Project #1 (EA 26413)	01/01/08	01/31/08	100	11/01/10	11/17/10	100	11/01/10	11/24/10	100	07/01/11	03/01/12		08/01/12	12/01/13	
				$ 89,711	$ 50,990	Corridor Project #2 (EA 26414)	01/01/08	01/31/08	100	12/01/10	11/17/10	100	11/01/10	11/19/10	100	07/01/11	01/01/12		08/01/13	12/01/14	
				$ 137,859	$ 73,990	Corridor Summary	01/01/08	01/31/08	100	12/01/10	11/17/10	100	11/01/10	11/24/10	100	07/01/11	01/01/12		08/01/13	12/01/14	
19	03	Nev	49	$ 29,179	$ 6,255	Route 49 La Barr Meadows Widening	10/01/07	10/01/07	100	05/15/09	05/05/09	100	10/01/09	10/01/09	100	06/01/10	05/28/10	100	12/01/14	12/01/14	68
20	12	Ora	91	$ 60,759	$ -	Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91	12/01/07	12/31/07	100	03/01/09	05/14/09	100	03/01/09	05/14/09	100	08/01/09	08/29/09	100	09/01/11	05/13/11	100
SR-22 / I-405 / I-605 HOV Connector with ITS Elements - Corridor Project																				
21	12	Ora	22	$ 159,630	$ 135,430	Corridor Project #1 (EA 07163)	03/01/03	03/26/03	100	01/01/10	02/11/10	100	01/01/10	12/30/09	100	05/01/10	10/12/10	100	05/01/14	08/07/14	18
				$ 169,000	$ -	Corridor Project #2 (EA 07162)	03/26/03	03/26/03	100	10/01/09	09/30/09	100	10/01/09	09/08/09	100	02/01/10	06/11/10	100	02/01/14	03/16/14	26
				$ 328,630	$ 135,430	Corridor Summary	03/26/03	03/26/03	100	01/01/10	02/11/10	100	01/01/10	12/30/09	100	02/01/10	06/11/10	100	05/01/14	08/07/14	
22	12	Ora	91	$ 79,603	$ 17,937	Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road	07/01/09	04/24/09	100	05/01/11	12/22/10	100	05/01/11	09/01/10	100	12/01/11	05/03/11	100	12/01/14	09/01/13	12
23	12	Ora	57	$ 41,086	$ 34,692	Widen NB fr 0.3M S of Katella Ave to 0.3M N of Lincoln Ave	08/01/09	11/25/09	100	04/01/11	04/21/11	100	03/01/11	07/18/11	100	08/01/11	11/01/11		03/01/15	03/01/15	
Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road - Corridor Project																				
24	12	Ora	57	$ 49,828	$ 40,925	Corridor Project #1 (EA 0F031)	12/01/07	11/30/07	100	11/01/09	12/28/09	100	11/01/09	06/03/10	100	06/01/10	10/12/10	100	07/01/14	02/10/14	27
				$ 50,550	$ 41,250	Corridor Project #2 (EA 0F032)	12/01/07	11/30/07	100	11/01/09	03/22/10	100	11/01/09	06/23/10	100	06/01/10	10/13/10	100	07/01/14	07/01/14	27
				$ 100,378	$ 82,175	Corridor Summary	12/01/07	11/30/07	100	11/01/09	03/22/10	100	11/01/09	06/23/10	100	06/01/10	10/12/10	100	07/01/14	07/01/14	
Lincoln Bypass - Corridor Project																				
25	03	Pla	65	$ 292,203	$ 48,934	Corridor Project #1 (EA 3338U)	05/01/06	05/01/06	100	07/01/08	02/22/08	100	04/01/09	04/01/09	100	02/01/09	06/09/08	100	01/01/13	10/01/12	86
				$ 22,999	$ 20,000	Corridor Project #2 (EA 33382)	05/01/06	05/01/06	100	10/01/11	10/01/11		10/01/11	10/01/11		03/01/12	03/01/12		01/01/14	01/01/14	
				$ 315,202	$ 68,934	Corridor Summary	05/01/06	05/01/06	100	10/01/11	10/01/11		10/01/11	10/01/11		02/01/09	06/09/08	100	01/01/14	01/01/14	
26	03	Pla	80	$ 47,577	$ 8,484	Pla-80 HOV Phase 2	06/01/04	06/16/04	100	12/01/07	11/30/07	100	09/01/08	03/19/08	100	05/01/08	05/01/08	100	10/01/10	10/01/12	95
27	03	Pla	80	$ 49,374	$ 22,985	Pla-80 HOV Phase 3	06/01/04	06/01/04	100	12/01/08	11/25/08	100	09/01/09	10/02/08	100	05/01/09	08/10/09	100	01/01/11	10/01/12	87
28	08	Riv	215	$ 29,228	$ 10,297	Widening, Add One Mixed Flow Lane in Each Direction	12/01/08	11/14/08	100	08/01/10	07/22/10	100	02/01/10	02/01/10	100	12/01/10	09/28/10	100	12/01/13	12/01/13	15
29	08	Riv	91	$ 278,456	$ 157,198	HOV Lane Gap Closure	12/31/07	08/30/07	100	04/01/11	06/30/11	100	03/01/11	03/01/11	100	08/01/11	12/08/11		08/01/15	01/06/16	
30	03	Sac	50	$ 128,536	$ 47,611	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements	09/01/07	06/25/07	100	04/01/09	04/10/09	100	01/01/10	04/10/09	100	01/01/10	10/26/09	100	01/01/13	01/15/13	95
31	03	Sac	Loc	$ 25,850	$ 21,600	White Rock Road from Grant Line to Prairie City	07/01/09	06/02/09	100	12/01/10	08/31/11	92	12/01/10	11/29/11	97	05/01/11	03/01/12		11/01/12	12/01/14	
32	08	SBd	10	$ 30,760	$ 14,074	Westbound Mixed Flow Lane Addition	08/01/07	07/30/07	100	10/01/09	01/14/10	100	10/01/09	10/01/09	100	11/01/10	12/10/10	100	05/01/12	03/15/13	70
33	08	SBd	215	$ 347,307	$ 49,120	I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition	12/01/05	12/01/05	100	06/15/09	06/30/09	100	04/01/09	01/16/09	100	09/15/09	09/15/09	100	09/05/13	09/13/13	60

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's) LST QTR	CMIA PROJECT COST ($1,000's) LST QTR	PROJECT DESCRIPTION	APPVD END ENVIRONMENTAL	CURR END ENVIRONMENTAL	% Complete	APPVD END DESIGN	CURR END DESIGN	% Complete	APPVD END RIGHT OF WAY	CURR END RIGHT OF WAY	% Complete	APPVD AWARD	AWARD	% Complete	APPVD CCA	CURR CCA
Interstate 215 HOV Lanes and Connectors - Corridor Project																				
34	08	SBd	215	$ 77,658	$ 29,000	SR - 210/215 Connectors	07/01/07	07/24/07	100	05/01/09	05/15/09	100	11/01/08	11/01/08	100	08/01/09	11/17/09	100	02/01/13	11/15/13	55
35				$ 44,740	$ 36,540	I-215 North Segment 5	12/01/05	12/01/05	100	05/15/09	05/15/09	100	11/15/08	11/01/08	100	08/15/09	09/17/09	100	02/01/13	10/15/13	55
				$ 122,398	$ 65,540	Corridor Summary	07/01/07	07/24/07	100	05/15/09	05/15/09	100	11/15/08	11/01/08	100	08/01/09	09/17/09	100	02/01/13	11/15/13	
36	08	SBd	215	$ 18,300	$ 8,880	Widen Exit Ramps&Add Aux Ln @Cherry, Citrus&Cedar Ave IC's	01/01/08	01/03/08	100	08/02/09	08/10/09	100	06/01/09	05/23/09	100	12/08/09	10/12/10	100	12/01/10	05/29/12	34
I-15 Managed Lanes - Corridor Project																				
37	11	SD	15	$ 110,103	$ 93,765	Corridor Project #1 (EA 2T093)	03/27/03	03/27/03	100	06/30/08	10/01/07	100	10/01/07	08/20/07	100	02/25/08	02/08/08	100	01/17/11	12/01/11	94
				$ 87,770	$ 71,641	Corridor Project #2 (EA 2T091)	03/27/03	03/27/03	100	10/04/07	02/01/08	100	08/16/07	08/15/07	100	06/24/08	05/12/08	100	02/21/12	05/31/11	100
				$ 138,686	$ 115,668	Corridor Project #3 (EA 2T092)	03/27/03	03/27/03	100	11/19/07	03/07/08	100	03/01/08	04/01/08	100	07/23/08	07/25/08	100	04/15/12	04/01/12	94
				$ 336,559	$ 281,074	Bond Corridor Summary	03/27/03	03/27/03	100	06/30/08	03/07/08	100	03/01/08	04/01/08	100	02/25/08	02/08/08	100	04/15/12	04/01/12	
I-5 North Coast Corridor - Stage 1A - Corridor Project																				
38	11	SD	5	$ 52,664	$ 24,500	Corridor Project #1 (EA 2358U)	11/18/06	09/29/06	100	01/26/07	04/04/07	100	01/26/07	12/29/06	100	08/30/07	08/15/07	100	10/30/09	07/14/10	100
				$ 102,000	$ -	Corridor Project #2 (EA 2T040)	07/30/09	04/02/09	100	10/01/09	10/13/10	100	10/01/09	07/04/09	100	03/30/10	01/28/11	100	06/30/12	01/21/13	30
				$ 154,664	$ 24,500	Corridor Summary	07/30/09	04/02/09	100	10/01/09	10/13/10	100	10/01/09	07/06/09	100	08/30/07	01/28/11	100	06/30/12	01/21/13	
39	10	SJ	205	$ 36,072	$ 9,070	I-205 Auxiliary Lanes	11/01/08	11/25/08	100	05/01/10	01/21/10	100	05/01/10	10/11/09	100	10/01/10	10/12/10	100	04/01/13	07/31/13	31
40	05	SLO	46	$ 83,105	$ 49,778	Route 46 Corridor Improvements (Whitley 1)	05/01/06	05/19/06	100	02/01/10	12/15/09	100	10/01/09	04/29/10	100	08/01/10	10/25/10	100	08/01/13	02/01/14	37
Widen US 101 & add Aux Lns fr Marsh Rd to Embarcadero Rd. - Corridor Project																				
41	04	SM	101	$ 49,829	$ 32,636	Corridor Project #1 (EA 23563)	10/01/08	10/01/08	100	08/12/10	08/12/10	100	08/01/10	07/13/10	100	01/01/11	06/01/11	100	03/01/12	07/01/13	30
				$ 35,214	$ 3,802	Corridor Project #2 (EA 23564)	10/01/08	10/01/08	100	09/01/11	08/31/11	100	09/01/11	07/27/11	100	02/01/12	02/06/12		11/01/13	09/01/13	
				$ 85,043	$ 36,438	Corridor Summary	10/01/08	10/01/08	100	09/01/11	08/31/11	100	09/01/11	07/27/11	100	01/01/11	05/13/11	100	11/01/13	09/01/13	
42	04	SCl	880	$ 95,000	$ 71,600	I-880 Widening (SR 237 to US 101)	06/01/09	06/26/09	100	02/01/11	02/28/11	100	02/01/11	02/28/11	100	06/01/11	11/01/11		07/01/13	07/01/13	
43	04	SCl	101	$ 102,258	$ 84,930	US 101 Aux Lanes - State Route 85 to Embarcadero Rd	07/01/09	07/23/09	100	02/01/11	02/28/11	100	11/01/10	11/30/10	100	06/01/11	11/01/11		08/01/13	08/01/13	
44	04	SCl	101	$ 49,869	$ 16,894	US 101 Improvements (I-280 to Yerba Buena Rd)	03/01/09	03/26/09	100	11/01/09	12/03/09	100	11/01/09	08/25/09	100	09/01/10	11/09/10	100	06/01/13	03/27/12	62
45	05	SCr	1	$ 22,492	$ 16,190	Highway 1 Soquel to Morrissey Auxiliary Lanes	09/18/09	09/18/09	100	05/01/11	05/01/11	100	06/01/11	06/21/11	100	11/01/11	03/01/12		11/01/13	11/01/13	
46	02	Sha	5	$ 16,479	$ 13,660	Cottonwood Hills Truck Climbing Lane	04/01/08	04/01/08	100	12/15/09	11/09/09	100	07/14/09	07/14/09	100	05/01/10	04/21/10	100	12/01/11	11/01/11	99
I-80 HOV Lanes, Fairfield (Rt 80/680/12 to Putah Creek) - Corridor Project																				
47	04	Sol	80	$ 42,748	$ 20,171	Corridor Project #1 (EA 0A531)	04/01/07	04/02/07	100	01/04/08	01/04/08	100	12/01/07	12/05/07	100	05/01/08	06/04/08	100	12/01/09	12/23/09	100
				$ 7,887	$ 6,087	Corridor Project #2 (EA 0A532)	04/01/07	04/02/07	100	01/15/10	02/16/10	100	01/10/10	10/23/09	100	08/01/10	10/12/10	100	09/01/11	04/01/12	78
				$ 30,296	$ -	Corridor Scope funded from ARRA	09/11/06	06/26/08	100	11/14/08	11/14/08	100	11/03/08	08/12/08	100	04/21/09	04/21/09	100	11/01/10	12/01/10	100
				$ 80,931	$ 26,258	Corridor Summary	04/01/07	06/26/08	100	01/15/10	02/16/10	100	01/10/10	10/23/09	100	05/01/08	06/04/08	100	09/01/11	04/01/12	
48	04	Son	101	$ 92,761	$ 17,359	Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway	09/01/07	08/31/07	100	02/01/09	02/09/09	100	02/01/09	01/29/09	100	12/01/09	12/23/09	100	12/01/11	12/01/11	80

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's) LST QTR	CMIA PROJECT COST ($1,000's) LST QTR	PROJECT DESCRIPTION	APPVD END ENVIRONMENTAL	CURR END ENVIRONMENTAL	% Complete	APPVD END DESIGN	CURR END DESIGN	% Complete	APPVD END RIGHT OF WAY	CURR END RIGHT OF WAY	% Complete	APPVD AWARD	AWARD	% Complete	APPVD CCA	CURR CCA
49	04	Son	101	$ 120,260	$ 69,860	US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road)	10/01/07	10/24/07	100	05/15/08	06/13/08	100	03/01/08	02/29/08	100	09/01/08	10/29/08	100	01/01/11	12/30/10	100
50	04	Son	101	$ 77,552	$ 29,280	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave	12/01/06	11/30/06	100	08/01/08	08/15/08	100	08/01/08	07/30/08	100	03/01/09	03/03/09	100	12/01/13	06/30/13	75
51	10	Sta	219	$ 45,580	$ 9,844	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road)	05/01/04	05/13/04	100	06/01/07	06/28/07	100	06/01/07	03/10/08	100	11/01/07	06/19/08	100	08/01/09	06/30/10	100
52	10	Sta	219	$ 50,500	$ 18,813	SR-219 Expressway, Phase 2 (Morrow Road to Route 108)	05/01/04	05/13/04	100	06/30/10	06/30/10	100	02/01/11	09/30/11	95	12/01/10	12/30/11		12/01/11	10/30/13	
53	10	Tuo	108	$ 52,978	$ 14,530	E. Sonora Bypass Stage II	07/01/99	07/16/99	100	05/13/10	05/13/10	100	05/13/10	09/01/11	100	03/01/12	11/15/11		03/01/14	11/01/13	
54	07	Ven SB	101	$ 151,470	$ 131,600	HOV Lanes, Mussel Shoals to Casitas Pass Road	12/01/08	12/18/08	100	06/01/11	06/30/11	100	06/01/11	06/22/11	100	02/01/12	01/04/12		08/01/16	08/22/16	
CMIA projects amended into program using project cost/award savings																					
55	04	Son	101	$ 18,532	$ 16,312	Central Project - Phase B	08/30/07	08/30/07	100	08/31/10	08/31/10	100	05/13/10	05/13/10	100	12/01/10	05/19/11	100	12/31/12	05/01/12	54
56	03	Sac	80	$ 133,035	$ 53,537	I-80 HOV Ln Across the Top	02/11/08	02/11/08	100	10/01/10	10/01/10	100	10/01/10	10/01/10	100	03/01/11	08/15/11	100	11/01/14	12/01/15	
57	10	SJ	5	$ 121,278	$ 42,470	I-5 HOV Ln and CRCP	02/01/10	04/19/10	100	10/15/10	10/15/10	100	07/01/10	07/01/10	100	02/01/11	08/03/11	100	12/30/14	03/31/15	6
58	05	SLO	101	$ 50,299	$ 31,174	Santa Maria Bridge	12/11/06	12/11/06	100	12/15/09	12/15/09	100	10/30/09	10/30/09	100	01/15/11	07/15/11	100	04/01/14	10/01/15	5
59	11	SD	15	$ 82,557	$ 40,200	Mira Mesa Direct Access Ramp	03/27/09	03/27/09	100	04/28/11	11/15/11	97	04/21/11	09/29/11	50	09/21/11	04/24/12		01/14/15	01/04/16	
60	02	Sha	5	$ 23,468	$ 21,713	South Redding 6;Lane	05/13/10	05/13/10	100	11/15/10	11/15/10	100	10/19/10	10/19/10	100	06/01/11	02/17/11	100	11/15/12	11/15/12	57
61	03	But	32	$ 9,925	$ 3,425	But 32 Highway Widening	09/15/10	09/15/10	100	02/28/11	02/28/11	100	10/15/10	12/21/10	100	04/30/11	01/31/12		11/30/12	11/30/13	
Widen Ala 84 Expressway - Corridor Project																					
62	04	Ala	84	$ 48,612	$ 20,000	Corridor Project #1 (EA 29761)	08/05/08	08/05/08	100	06/06/11	08/15/11	100	05/31/11	05/31/11	100	11/30/11	01/01/12		07/31/13	07/31/13	
				$ 74,247	$ -	Corridor Project #2 (EA 29762)	08/05/08	08/05/08	100	07/01/13	02/05/12	85	07/01/13	01/31/12	60	06/30/12	11/01/13		10/01/15	10/01/15	
				$ 122,859	$ 20,000	Corridor Summary	08/05/08	08/05/08	100	07/01/13	02/05/12		07/01/13	01/31/12		11/30/11	01/01/12		10/01/15	10/01/15	
63	04	Mrn	101	Deleted	Deleted	Marin / Sonoma Narrows															
64	06	Tul	198	$ 28,375	$ 7,776	Plaza Drive IC / Aux Lns	10/30/06	10/30/06	100	06/10/11	06/10/11	100	06/10/11	06/10/11	0	11/30/11	11/30/11		06/30/13	06/30/13	
65	04	Var	Var	$ 84,739	$ 42,957	Freeway Performance Initiative	07/01/11	09/01/11	100	05/01/12	05/01/12	30	05/01/12	05/01/12	15	09/01/12	09/01/12		10/01/14	10/01/14	
66	08	SBd Riv	215	$ 177,695	$ 15,460	I-215 Gap Closure	03/01/11	03/01/11	100	03/01/12	03/01/12	0	03/01/12	03/01/12	0	08/01/12	08/01/12		08/01/14	05/01/15	
67	07	LA	10	$ 192,143	$ 26,100	I-10 HOV Citrus to 57	12/01/02	12/01/02	100	04/01/12	04/01/12	0	04/01/12	04/01/12	0	10/01/12	10/01/12		12/01/16	12/01/16	
68	04	Sol	80	$ 111,000	$ 24,000	I-80/SR12 WB Connector	11/30/11	01/01/12	80	06/13/12	06/13/12	0	06/13/12	06/13/12	0	09/30/12	10/01/12		03/30/15	03/30/15	
69	04	Son	101	$ 45,808	$ 22,242	North Project Phase B Airport IC	06/15/10	06/30/10	100	09/30/11	09/01/11	85	09/30/11	09/30/11	5	12/31/11	12/01/11		12/31/13	06/02/14	

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70	04	SCl	880	$ 30,975	$ 30,975	I-880/I-280 Stevens Creek IC Impvmts	07/28/11	07/25/11	100	04/01/12	04/01/12	5	04/15/12	04/15/12	0	08/01/12	08/01/12		03/01/15	03/01/15
71	04	CC	4	Combined into #7		SR 4 Bypass Fwy Phase 1 & 2														
72	03	Pla	65	Combined into #25		Lincoln Bypass Ph 2A Seg 1														
73	03	ED	50	Combined into #9		US 50 HOV Phase 2A Seg 1														
74	04	Son	101	Combined into #15, Seg 2		MSN Petaluma River Bridge														Cor
75	04	SCl	101	$ 38,776	$ 31,100	Capitol Exp Yerba Buena IC	02/18/09	02/18/09	100	03/21/12	03/21/12		03/30/12	03/30/12		06/29/12	06/29/12		06/30/14	06/30/14
76	08	SBd	15	$ 88,030	$ 21,324	La Mesa Nisqualli Rd IC	06/30/07	06/30/07	100	09/01/10	09/01/10	100	08/13/10	08/13/10	100	11/30/11	11/30/11		12/01/13	12/01/13
77	11	SD	805	$ 85,115	$ 62,053	HOV Lns - SR54 to SR94	06/30/11	06/30/11		01/01/12	12/31/11		08/30/11	08/30/11		03/30/12	03/30/12		12/31/13	12/31/13
78	11	SD	805	$ 53,093	$ 37,947	HOV Lns - Palomar to SR94	06/30/11	06/30/11		12/31/11	01/01/12		01/01/12	01/01/12		04/30/12	04/30/12		07/30/14	07/30/14
79	05	SLO	46	$ 59,000	$ 47,000	Whitley 2A	05/19/06	05/19/06	100	04/04/12	04/04/12		11/16/11	11/16/11		08/08/12	08/08/12		09/08/15	09/08/15
80	12	Ora	74	$ 86,214	$ 15,926	SR74 / I-5 IC	06/01/09	06/01/09	100	06/01/12	06/01/12					11/01/12	11/01/12		02/02/15	02/02/15
81	11	SD	805	$ 163,000	$ 57,500	805 Managed Lns North	12/30/10	12/30/10	100	Design	Build		01/13/12	01/13/12		01/13/12	01/13/12		03/15/15	03/15/15
			Total	$ 10,630,033	$ 4,382,160															

CMIA Bond Program Project Expenditures

First Quarter FY 20011-12

Within Budget Conditions
- G Estimated cost < or = budget

STIP costs < 120%; No CTC action required
- P Post Vote
- S Estimate within 20% at vote
- L Local Costs > 100% & Under construcion; No CTC action required

Potential cost overrun conditions -
- S Estimated cost STIP > 120% budget.
- B Estimated cost BOND > 100% budget.
- O Estimated cost OTHER funds > 100% budget.

Known cost overrun conditions -
- S Actual cost STIP > 120% budget.
- B Actual cost BOND > 100% budget.
- O Actual cost OTHER funds > 100% budget.

Project					Environmental Support (1,000's)				Design Support (1,000's)				Right of Way (1,000's) Support				Right of Way (1,000's) Capital				Construction (1,000's) Support				Construction (1,000's) Capital			
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp		Agency	Appd	Exp		Agency	Appd	Exp		Appd	Exp			Agency	Appd	Exp		Appd	Exp		
I-580 Eastbound HOV Lane - Greenville to Hacienda - Corridor Project																												
1	04	Ala	580	*Corridor Project #1 (EA 29084)*	ACCMA	$ 5,700	$ 4,091		ACCMA	$ 470	$ 470		ACCMA	$ -	$ -		$ -	$ -			Caltrans	$ 5,700	$ 5,538		$ 47,410	$ 42,543		
				Corridor Project #2 (EA 29083)	ACCMA	$ 6,300	$ 4,341		ACCMA	$ 530	$ 530		ACCMA	$ -	$ -		$ -	$ -			Caltrans	$ 6,905	$ 4,430		$ 42,756	$ 34,242		
				Corridor Project #3 (EA 29085)	ACCMA	$ -	$ -		ACCMA	$ 700	$ 1,645		ACCMA	$ -	$ -		$ -	$ -			Caltrans	$ 2,535	$ -		$ 19,028	$ -		
				Corridor Summary		$ 12,000	$ 8,432	G		$ 1,700	$ 2,645	O		$ -	$ -	G	$ -	$ -	G			$ 15,140	$ 9,968	G	$ 109,194	$ 76,785	G	
I-580 Westbound HOV Lane - Greenville to Foothill - Corridor Project																												
2	04	Ala	580	*Corridor Project #1 (EA 29086)*	ACCMA	$ 5,150	$ 5,150		ACCMA	$ 1,000	$ 1,120		ACCMA	$ -	$ -		$ 1,070	$ 681			Caltrans	$ 8,160	$ -		$ 57,756	$ -		
				Corridor Project #2 (EA 29087)	ACCMA	$ 4,850	$ 4,850		ACCMA	$ 930	$ 1,042		ACCMA	$ -	$ -		$ 1,760	$ 633			Caltrans	$ 6,750	$ -		$ 48,100	$ -		
				Corridor Project #3 (EA 29088)	ACCMA	$ 350	$ 22		ACCMA	$ 70	$ -		ACCMA	$ -	$ -		$ -	$ -			Caltrans	$ 240	$ -		$ 1,700	$ -		
				Corridor Summary		$ 10,350	$ 10,022	G		$ 2,000	$ 2,162	L		$ -	$ -	G	$ 2,830	$ 1,314	G			$ 15,150	$ -	G	$ 107,556	$ -	G	
I-580 / Isabel Interchange - Corridor Project																												
3	04	Ala	580	*Corridor Project #1 (EA 17131)*	Livermore	$ 4,200	$ 1,173		Livermore	$ 9,500	$ 7,673		Livermore	$ -	$ -		$ 3,300	$ 1,275			Livermore	$ -	$ -		$ 30,575	$ 15,277		
				Corridor Project #2 (EA 17132)	Livermore	$ 1,300	$ 363		Livermore	$ 400	$ 323		Livermore	$ -	$ -		$ 1,900	$ 1,800			Livermore	$ -	$ -		$ 5,770	$ 2,900		
				Corridor Project #3 (EA 17133)	Livermore	$ 5,600	$ 1,564		Livermore	$ 3,100	$ 2,804		Livermore	$ -	$ -		$ 18,800	$ 18,800			Caltrans	$ 8,000	$ 6,237		$ 37,813	$ 25,663		
				Corridor Summary		$ 11,100	$ 3,100	G		$ 13,000	$ 10,800	G		$ -	$ -	G	$ 24,000	$ 21,875	G			$ 8,000	$ 6,237	G	$ 74,158	$ 43,840	G	
4	04	Ala	880	*I-880 SB HOV Ln Extension - Hegenberger to Marina Blvd*	ACCMA	$ 4,520	$ 4,520	G	ACCMA	$ 6,980	$ 7,186	O	ACCMA	$ 1,900	$ 106	G	$ -	$ -	G		Caltrans	$ 10,900	$ -	G	$ 83,700	$ -	G	
State Route 24 Caldecott Tunnel - Fourth Bore - Corridor Project																												
5	04	Ala CC	24	*Corridor Project #1 (EA 29491)*	Caltrans	$ 20,483	$ 20,463		Caltrans	$ 32,670	$ 32,845		Caltrans	$ 270	$ 338		$ 795	$ 605			Caltrans	$ 42,000	$ 18,643		$ 276,539	$ 107,231		
				Corridor Project #2 (EA 29492)	Caltrans	$ 5	$ 4		Caltrans	$ 20	$ 246		Caltrans	$ 5	$ 6		$ -	$ 1			Caltrans	$ 400	$ 482		$ 4,300	$ 2,810		
				Corridor Project #3 (EA 29493)	Caltrans	$ 2	$ 1		Caltrans	$ 10	$ 156		Caltrans	$ 25	$ 32		$ 5	$ 2			Caltrans	$ 100	$ 114		$ 500	$ 402		
				Overall Corridor Summary		$ 20,490	$ 20,468	G		$ 32,700	$ 33,247	P		$ 300	$ 376	P	$ 800	$ 608	G			$ 42,500	$ 19,239	G	$ 281,339	$ 110,443	G	
6	10	Cal	4	*Angels Camp Bypass*	Caltrans	$ 1,678	$ 1,686	P	Caltrans	$ 3,374	$ 4,326	P	Caltrans	$ 2,335	$ 2,902	P	$ 18,600	$ 19,663	P		Caltrans	$ 3,600	$ 4,298	P	$ 31,101	$ 25,615	G	
State Route 4 East Widening from Somersville to Route 160 - Corridor Project																												
7	04	CC	4	*Corridor Project #1 (EA 2285C)*	CCTA	$ 64	$ 52		CCTA	$ 6,242	$ 6,500		CCTA	$ -	$ -		$ 16,375	$ 16,900			Caltrans	$ 10,608	$ 531		$ 43,913	$ 10,780		
				Corridor Project #2 (EA 2285E)	CCTA	$ 88	$ 75		CCTA	$ 8,754	$ 8,754		CCTA	$ -	$ -		$ 12,013	$ 10,400			Caltrans	$ 14,395	$ -		$ 87,300	$ -		
				Corridor Project #3 (EA 1G940)	CCTA	$ 80	$ 119		CCTA	$ 7,443	$ 13,600		CCTA	$ -	$ -		$ 11,720	$ 10,812			Caltrans	$ 13,389	$ -		$ 67,813	$ -		
				Corridor Project #4 (EA 1G941)	CCTA	$ 68			CCTA	$ 7,261			CCTA	$ -	$ -		$ 4,092				CCTA	$ -	$ -		$ 98,934	$ -		
				Corridor Project #5 (EA 24657)	JPA	$ -	$ -		JPA	$ 6,105	$ -		JPA	$ -	$ -		$ 2,057	$ -			JPA	$ -	$ -		$ 33,000	$ -		
				Overall Corridor Summary		$ 300	$ 246	G		$ 35,805	$ 28,854	G		$ -	$ -	G	$ 46,257	$ 38,112	G			$ 38,392	$ 531	G	$ 330,960	$ 10,780	G	
I-80 Integrated Corridor - Corridor Project																												
8	04	Ala CC	4	*Corridor Project #1 (EA 3A774)*	ACCMA	$ 400	$ 400		ACCMA	$ 400	$ 400		ACCMA	$ -			$ -				ACCMA	$ -			$ 7,584			
				Corridor Project #2 (EA 3A775)	ACCMA	$ 400	$ 400		ACCMA	$ 400	$ 348		ACCMA	$ -			$ -				ACCMA	$ -			$ 5,363			
				Corridor Project #3 (EA 3A771)	ACCMA	$ 150	$ 150		ACCMA	$ 250	$ 250		ACCMA	$ -			$ -				ACCMA	$ -			$ 2,466	$ 225		
				Corridor Project #4 (EA 3A776)	ACCMA	$ 650	$ 650		ACCMA	$ 650	$ 630		ACCMA	$ -			$ 75				Caltrans	$ 1,492			$ 9,426			
				Corridor Project #5 (EA 3A770)	ACCMA	$ 2,597	$ 2,597		ACCMA	$ 3,208	$ 3,094		ACCMA	$ -			$ 75				Caltrans	$ 3,675			$ 25,294			
				Overall Corridor Summary		$ 4,197	$ 4,197	G		$ 4,908	$ 4,722	G		$ -	$ -	G	$ 150	$ -	G			$ 5,167	$ -	G	$ 50,133	$ 225	G	

Project					Environmental Support (1,000's)				Design Support (1,000's)				Right of Way (1,000's) Support				Right of Way (1,000's) Capital				Construction (1,000's) Support				Construction (1,000's) Capital			
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp		Agency	Appd	Exp		Agency	Appd	Exp		Appd	Exp			Agency	Appd	Exp		Appd	Exp		
US 50 HOV Lanes - Corridor Project																												
9	03	ED	50	*Corridor Project #1 (EA 3A711)*	*ED Co DOT*	$ -	$ -		*ED Co DOT*	$ 3,000	$ 3,026		*ED Co DOT*	$ 100	$ 22		$ 100	$ 10			*ED Co DOT*	$ -	$ -		$ 41,368	$ 38,613		
				Corridor Project #2 (EA 3A712)		$ -	$ -			$ 1,600	$ 3,326			$ -	$ -		$ 60	$ -				$ -	$ -		$ 12,000	$ -		
				Overall Corridor Summary		$ -	$ -	G		$ 4,600	$ 6,352	L		$ 100	$ 22	G	$ 160	$ 10	G			$ -	$ -	G	$ 53,368	$ 38,613	G	
10	06	Ker	46	*Route 46 Expressway - Segment 3*	*Caltrans*	$ 438	$ 438	G	*Caltrans*	$ 3,579	$ 3,909	P	*Caltrans*	$ 1,055	$ 1,603	P	$ 10,603	$ 6,651	G		*Caltrans*	$ 9,900	$ 1,026	G	$ 49,995	$ 9,609	G	
11	06	Kin Tul	198	*Route 198 Expressway*	*Caltrans*	$ 2,039	$ 1,982	G	*Caltrans*	$ 5,768	$ 6,168	P	*Caltrans*	$ 3,137	$ 3,848	P	$ 22,300	$ 22,134	G		*Caltrans*	$ 9,514	$ 4,947	G	$ 50,163	$ 33,327	G	
12	07	LA	405	*I-405 Carpool Lane I-10 To US 101 (Northbound)*	*Caltrans*	$ 22,000	$ 21,016	G	*Caltrans*	$ 39,000	$ 18,028	G	*Caltrans*	$ 15,000	$ 3,221	G	$ 82,000	$ 15,568	G		*Metro*	$ -	$ -	G	$ 876,000	$ -	G	
Interstate 5 Carpool Lane from Route 134 to Route 170 - Corridor Project																												
				Corridor Project #1 (EA 12184)	*Caltrans*	$ 1,300	$ 1,140		*Caltrans*	$ 15,020	$ 15,840		*Caltrans*	$ 1,800	$ 1,111		$ 11,000	$ 6,113			*Caltrans*	$ 12,718	$ 1,801		$ 110,786	$ 4,472		
				Corridor Project #2 (EA 12181)	*Caltrans*	$ 780	$ 698		*Caltrans*	$ 12,800	$ 12,418		*Caltrans*	$ 1,730	$ 1,710		$ 4,000	$ 3,004			*Caltrans*	$ 13,200	$ 3,897		$ 96,850	$ 12,099		
				Corridor Project #3 (EA 1218W)	*Caltrans*	$ 2,050	$ 2,242		*Caltrans*	$ 39,000	$ 2,724		*Caltrans*	$ 3,500	$ 708		$ 74,500	$ 2			*Caltrans*	$ 33,000	$ -		$ 299,820	$ -		
				Overall Corridor Summary		$ 4,130	$ 4,080	G		$ 66,820	$ 30,982	G		$ 7,030	$ 3,529	G	$ 89,500	$ 9,119	G			$ 58,918	$ 5,698	G	$ 507,456	$ 16,571	G	
I-5 Carpool Lane from Orange County Line to I-605 - Corridor Project																												
14	07	LA	5	*Corridor Project #1 (EA 21591)*	*Caltrans*	$ 1,384	$ 1,384		*Caltrans*	$ 5,608	$ 7,073		*Caltrans*	$ 1,470	$ 596		$ 30,000	$ 1,461			*Caltrans*	$ 6,736	$ -		$ 65,555	$ -		
				Corridor Project #2 (EA 21592)	*Caltrans*	$ 7,203	$ 7,203		*Caltrans*	$ 14,268	$ 12,672		*Caltrans*	$ 7,107	$ 501		$ 249,994	$ 2,840			*Caltrans*	$ 12,728	$ -		$ 124,904	$ -		
				Corridor Project #3 (EA 21593)	*Caltrans*	$ 3,643	$ 3,643		*Caltrans*	$ 10,624	$ 11,815		*Caltrans*	$ 3,570	$ 963		$ 49,587	$ 758			*Caltrans*	$ 15,261	$ -		$ 131,736	$ -		
				Corridor Project #4 (EA 21594)	*Caltrans*	$ 4,793	$ 4,793		*Caltrans*	$ 13,415	$ 8,713		*Caltrans*	$ 4,656	$ 867		$ 111,583	$ 629			*Caltrans*	$ 16,693	$ -		$ 151,019	$ -		
				Corridor Project #5 (EA 21595)	*Caltrans*	$ 1,922	$ 1,922		*Caltrans*	$ 11,387	$ 4,360		*Caltrans*	$ 2,542	$ 240		$ 36,452	$ 31			*Caltrans*	$ 14,131	$ -		$ 131,786	$ -		
				Overall Corridor Summary		$ 18,945	$ 18,945	G		$ 55,302	$ 44,633	G		$ 19,345	$ 3,167	G	$ 477,616	$ 5,719	G			$ 65,549	$ -	G	$ 605,000	$ -	G	
Highway 101 Marin-Sonoma Narrows - Corridor Project																												
15	04	Mrn	101	*Corridor Project #1 (EA 26407)*	*Caltrans*	$ 8,822	$ 8,822		*Caltrans*	$ 7,573	$ 3,909		*Caltrans*	$ 2,595	$ 669		$ 24,566	$ 3,959			*Caltrans*	$ 4,850	$ -		$ 29,664	$ -		
				Corridor Project #2 (EA 26408U)	*Caltrans*	$ 7,600	$ 7,600		*Caltrans*	$ 11,037	$ 3,294		*Caltrans*	$ 1,900	$ 709		$ 13,406	$ 591			*Caltrans*	$ 12,190	$ -		$ 77,000	$ -		
				Corridor Project #3 (EA 26406)	*Caltrans*	$ 9,520	$ 9,520		*Caltrans*	$ 4,507	$ 4,551		*Caltrans*	$ 65	$ 79		$ 277	$ 155			*Caltrans*	$ 7,000	$ 1,237		$ 28,473	$ 5,915		
				Corridor Summary		$ 25,942	$ 25,942	G		$ 23,117	$ 11,754	G		$ 4,560	$ 1,457	G	$ 38,249	$ 4,705	G			$ 24,040	$ 1,237	G	$ 135,137	$ 5,915	G	
16	04	Mrn	580	*Westbound I-580 to Northbound US 101 Connector Improvements*	*TAM*	$ 1,300	$ 1,269	G	*TAM*	$ 2,900	$ 2,802	G	*TAM*	$ -	$ -	G	$ 500	$ 20	G		*Caltrans*	$ 2,100	$ 1,722	G	$ 11,052	$ 10,605	G	
17	05	Mon	1	*Salinas Road Interchange*	*Caltrans*	$ 3,068	$ 2,899	G	*Caltrans*	$ 2,950	$ 3,853	P	*Caltrans*	$ 757	$ 747	G	$ 4,680	$ 2,368	G		*Caltrans*	$ 4,428	$ 2,029	G	$ 14,140	$ 4,993	G	
SR 12 Jameson Canyon Widening - Phase 1																												
18	04	Nap Sol	12	*PAED Costs Phase 2 (EA 26412)*	*Caltrans*	$ 2,190	$ 2,190			$ -	$ -			$ -	$ -		$ -	$ -				$ -	$ -		$ -	$ -		
				Corridor Project #1 (EA 26413)	*Caltrans*	$ 1,790	$ 1,802		*STA*	$ 3,190	$ 3,177		*Caltrans*	$ 820	$ 689		$ 4,708	$ 1,157			*Caltrans*	$ 4,850	$ -		$ 30,600	$ -		
				Corridor Project #2 (EA 26414)	*Caltrans*	$ 3,320	$ 3,303		*STA*	$ 5,910	$ 5,621		*Caltrans*	$ 1,530	$ 874		$ 8,701	$ 1,941			*Caltrans*	$ 9,250	$ -		$ 61,000	$ -		
				Corridor Summary		$ 7,300	$ 7,295	G		$ 9,100	$ 8,798	G		$ 2,350	$ 1,563	G	$ 13,409	$ 3,098	G			$ 14,100	$ -	G	$ 91,600	$ -	G	
19	03	Nev	49	*Route 49 La Barr Meadows Widening*	*Caltrans*	$ 2,900	$ 2,852	G	*Caltrans*	$ 2,672	$ 2,809	P	*Caltrans*	$ 2,000	$ 2,232	P	$ 8,500	$ 5,162	G		*Caltrans*	$ 3,500	$ 1,176	G	$ 9,607	$ 2,772	G	
20	12	Ora	91	*Add one lane on EB SR-91 from SR-241/SR-91 to SR-71/SR-91*	*OCTA*	$ 1,944	$ 1,944	G	*Caltrans*	$ 8,000	$ 7,160	G	*Caltrans*	$ 834	$ 811	G	$ 2,094	$ 1,531	G		*Caltrans*	$ 7,801	$ 5,745	G	$ 40,086	$ 38,679	G	
SR-22 / I-405 / I-605 HOV Connector with ITS Elements - Corridor Project																												
21	12	Ora	22	*Corridor Project #1 (EA 07163)*	*OCTA*	$ -	$ -		*OCTA*	$ 14,000	$ 14,208		*OCTA*	$ -	$ -		$ 5,000	$ 625			*Caltrans*	$ 25,000	$ 3,430		$ 115,630	$ 19,248		
				Corridor Project #2 (EA 07162)	*OCTA*	$ -	$ -		*OCTA*	$ 13,500	$ 12,066		*OCTA*	$ -	$ -		$ 12,200	$ 3,759			*Caltrans*	$ 18,200	$ 3,814		$ 125,100	$ 15,703		
				Overall Corridor Summary		$ -	$ -	G		$ 27,500	$ 26,274	G		$ -	$ -	G	$ 17,200	$ 4,384	G			$ 43,200	$ 7,244	G	$ 240,730	$ 34,951	G	
22	12	Ora	91	*Widen EB&WB SR-91 fr E of SR-55 Conn to E of Weir Canyon Road*	*Caltrans*	$ 4,649	$ 4,114	G	*Caltrans*	$ 8,825	$ 7,706	G	*Caltrans*	$ 150	$ 66	G	$ 1,000	$ 9	G		*Caltrans*	$ 8,633	$ 101	G	$ 60,409	$ 1,538	G	

Project					Environmental Support (1,000's)				Design Support (1,000's)				Right of Way (1,000's) Support				Right of Way (1,000's) Capital				Construction (1,000's) Support				Construction (1,000's) Capital			
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp		Agency	Appd	Exp		Agency	Appd	Exp		Appd	Exp			Agency	Appd	Exp		Appd	Exp		
23	12	Ora	57	Widen NB fr 0.3 m S of Katella Ave to 0.3 m N of Lincoln Ave	OCTA	$ 1,176	$ 1,328	L	OCTA	$ 3,528	$ 2,922	G	Caltrans	$ 150	$ 59	G	$ 1,540	$ -	G	Caltrans	$ 5,292	$ -	G	$ 29,400	$ -	G
Widen NB from 0.4 m N of SR-91 to 0.1 m N of Lambert Road - Corridor Project																												
24	12	Ora	57	Corridor Project #1 (EA 0F031)	OCTA	$ 831	$ 572		OCTA	$ 6,120	$ 6,818		Caltrans	$ 539	$ 608		$ 1,413	$ 2,109		Caltrans	$ 9,180	$ 2,467		$ 31,745	$ 7,425	
				Corridor Project #2 (EA 0F032)	OCTA	$ 831	$ 596		OCTA	$ 6,120	$ 6,315		Caltrans	$ 758	$ 845		$ 1,591	$ 1,209		Caltrans	$ 9,180	$ 2,328		$ 32,070	$ 7,223	
				Corridor Summary		$ 1,662	$ 1,168	G		$ 12,240	$ 13,133	L		$ 1,297	$ 1,453	L	$ 3,004	$ 3,318	L		$ 18,360	$ 4,795	G	$ 63,815	$ 14,648	G
Lincoln Bypass - Corridor Project																												
25	03	Pla	65	Corridor Project #1 (EA 3338U)	Caltrans	$ 5,600	$ 3,916		Caltrans	$ 13,400	$ 14,326		Caltrans	$ 3,000	$ 3,386		$ 83,750	$ 74,968		Caltrans	$ 22,000	$ 14,369		$ 164,453	$ 132,346	
				Corridor Project #2 (EA 33382)	Caltrans	$ -	$ -		Caltrans	$ 749	$ 770		Caltrans	$ -	$ -		$ -	$ -		Caltrans	$ 2,250	$ -		$ 20,000	$ -	
				Overall Corridor Summary		$ 5,600	$ 3,916	G		$ 14,149	$ 15,096	P		$ 3,000	$ 3,386	P	$ 83,750	$ 74,968	G		$ 24,250	$ 14,369	G	$ 184,453	$ 132,346	G
26	03	Pla	80	Pla-80 HOV Phase 2	Caltrans	$ 2,136	$ 2,067	G	Caltrans	$ 6,498	$ 7,094	P	Caltrans	$ 400	$ 352	G	$ 200	$ 175	G	Caltrans	$ 7,143	$ 4,716	G	$ 31,200	$ 28,337	G
27	03	Pla	80	Pla-80 HOV Phase 3	Caltrans	$ -	$ -	G	Caltrans	$ 3,500	$ 2,658	G	Caltrans	$ 200	$ 57	G	$ 400	$ 20	G	Caltrans	$ 5,300	$ 4,343	G	$ 39,974	$ 19,280	G
28	08	Riv	215	Widening, Add One Mixed Flow Lane in Each Direction	RCTC	$ 3,623	$ 3,623	G	RCTC	$ 3,548	$ 3,623	P	RCTC	$ -	$ -	G	$ -	$ -	G	RCTC	$ -	$ -	G	$ 22,057	$ -	G
29	08	Riv	91	HOV Lane Gap Closure	RCTC	$ 3,193	$ 785	G	Caltrans	$ 20,262	$ 20,958	L	RCTC	$ 1,100	$ 1,666	P	$ 62,157	$ 25,040	G	Caltrans	$ 20,598	$ -	G	$ 171,146	$ -	G
30	03	Sac	50	Hwy 50 Bus/Carpool & Aux Lns & Community Enhancements	Caltrans	$ 5,000	$ 5,180	P	Caltrans	$ 6,500	$ 7,509	P	Caltrans	$ 1,300	$ 1,353	L	$ 1,000	$ 407	G	Caltrans	$ 14,000	$ 9,500	G	$ 100,736	$ 55,997	G
31	03	Sac	Loc	White Rock Road from Grant Line to Prairie City	Sac Co	$ 1,500	$ 1,435	G	Sac Co	$ 1,250	$ 1,033	G	Sac Co	$ -	$ -	G	$ 4,000	$ 365	G	Sac Co	$ -	$ -	G	$ 19,100	$ -	G
32	08	SBd	10	Westbound Mixed Flow Lane Addition	SANBAG	$ -	$ -	G	SANBAG	$ 5,000	$ 2,396	G	SANBAG	$ -	$ -	G	$ 311	$ -	G	SANBAG	$ -	$ -	G	$ 25,449	$ 4,778	G
33	08	SBd	215	I-215 North Segments 1 & 2 - HOV & Mixed Flow Ln Addition	Caltrans	$ 816	$ 635	G	SANBAG	$ 26,792	$ 24,456	G	Caltrans	$ 10,090	$ 9,951	G	$ 96,905	$ 46,106	G	SANBAG	$ -	$ -	G	$ 212,704	$ 96,825	G
215 North and 210 Connectors - Corridor Project																												
34	08	SBd	215	SR - 210/215 Connectors	SANBAG	$ 1,800	$ 1,800		SANBAG	$ 4,866	$ 5,508		Caltrans	$ 2,000	$ 950		$ 8,437	$ 6,619		Caltrans	$ 12,883	$ 750		$ 47,672	$ 7,173	
35				I-215 North Segment 5	Caltrans	$ -	$ -		SANBAG	$ 5,065	$ 5,200		Caltrans	$ 585	$ 329		$ 2,550	$ 741		Caltrans	$ 7,333	$ 277		$ 29,207	$ 6,259	
				Corridor Summary		$ 1,800	$ 1,800	G		$ 9,931	$ 10,707	P		$ 2,585	$ 1,279	G	$ 10,987	$ 7,360	G		$ 20,216	$ 1,027	G	$ 76,879	$ 13,432	G
36	08	SBd	10	Widen Exit Ramps&Add Aux @Cherry, Citrus&Cedar IC's	Caltrans	$ 650	$ 647	G	Caltrans	$ 1,670	$ 1,759	P	Caltrans	$ 440	$ 9	G	$ 130	$ -	G	Caltrans	$ 3,280	$ 1,327	G	$ 12,130	$ 3,978	G
Managed Lanes South Segment - Corridor Project																												
37	11	SD	15	Corridor Project #1 (EA 2T093)	Caltrans	$ -	$ -		Caltrans	$ 14,631	$ 10,198		Caltrans	$ 685	$ 278		$ 1,022	$ 131		Caltrans	$ 14,739	$ 13,896		$ 79,026	$ 72,909	
				Corridor Project #2 (EA 2T091)	Caltrans	$ -	$ -		Caltrans	$ 15,604	$ 9,107		Caltrans	$ 500	$ 46		$ 25	$ 3		Caltrans	$ 14,025	$ 11,253		$ 57,616	$ 56,334	
				Corridor Project #3 (EA 2T092)	Caltrans	$ -	$ -		Caltrans	$ 18,970	$ 15,329		Caltrans	$ 1,405	$ 447		$ 2,643	$ 1,391		Caltrans	$ 21,236	$ 13,316		$ 94,432	$ 82,593	
				Overall Corridor Summary		$ -	$ -	G		$ 49,205	$ 34,634	G		$ 2,590	$ 771	G	$ 3,690	$ 1,525	G		$ 50,000	$ 38,465	G	$ 231,074	$ 211,836	G
I-5 North Coast Corridor - Stage 1A - Corridor Project																												
38	11	SD	5	Corridor Project #1 (EA 2358U)	Caltrans	$ 3,626	$ -		Caltrans	$ -	$ 1,365		Caltrans	$ -	$ 94		$ -	$ -		Caltrans	$ 6,000	$ 7,469		$ 43,038	$ 30,922	
				Corridor Project #2 (EA 2T040)	Caltrans	$ 3,500	$ 2,755		Caltrans	$ 9,900	$ 9,599		Caltrans	$ 900	$ 973		$ 500	$ 94		Caltrans	$ 11,820	$ 2,390		$ 75,380	$ 13,594	
				Corridor Summary		$ 7,126	$ 2,755	G		$ 9,900	$ 10,964	L		$ 900	$ 1,067	L	$ 500	$ 94	G		$ 17,820	$ 9,859	G	$ 118,418	$ 44,516	G
39	10	SJ	205	I-205 Auxiliary Lanes	SJCOG	$ 1,169	$ 1,145	G	SJCOG	$ 4,830	$ 3,500	G	SJCOG	$ 100	$ 60	G	$ 1,150	$ 3	G	Caltrans	$ 2,900	$ 1,100	G	$ 25,923	$ 5,770	G
40	05	SLO	46	Route 46 Corridor Improvements (Whitley 1)	Caltrans	$ -	$ -	G	Caltrans	$ 6,400	$ 6,115	G	Caltrans	$ 1,200	$ 1,729	P	$ 10,400	$ 7,114	G	Caltrans	$ 7,000	$ 1,125	G	$ 58,105	$ 16,611	G
Widen US 101 & Add Aux Lns Marsh Rd to Embarcadero Rd - Corridor Project																												
41	04	SM	101	Corridor Project #1 (EA 23563)	Caltrans	$ 2,800	$ 2,761		Caltrans	$ 6,056	$ 5,363		Caltrans	$ 316	$ 203		$ 903	$ -		Caltrans	$ 8,259	$ 628		$ 31,495	$ 2,245	
				Corridor Project #3 (EA 23564)	Caltrans	$ 1,300	$ 1,296		Caltrans	$ 2,788	$ 2,860		Caltrans	$ 176	$ 56		$ 1,800	$ -		Caltrans	$ 3,802	$ -		$ 25,348	$ -	
				Corridor Summary		$ 4,100	$ 4,057	G		$ 8,844	$ 8,223	G		$ 492	$ 259	G	$ 2,703	$ -	G		$ 12,061	$ 628	G	$ 56,843	$ 2,245	G

Project					Environmental Support (1,000's)				Design Support (1,000's)				Right of Way (1,000's) Support				Right of Way (1,000's) Capital				Construction (1,000's) Support				Construction (1,000's) Capital			
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp		Agency	Appd	Exp		Agency	Appd	Exp		Appd	Exp		Agency	Appd	Exp		Appd	Exp	
42	04	SCl	880	I-880 Widening (SR 237 to US 101)	SCVTA	$ 5,500	$ 3,147	G	SCVTA	$ 6,200	$ 7,219	L	SCVTA	$ -	$ -	G	$ 8,100	$ 5,266	G	Caltrans	$ 9,810	$ -	G	$ 65,390	$ -	G
43	04	SCl	101	US 101 Aux Lanes - State Route 85 to Embarcadero Rd	SCVTA	$ 3,971	$ 3,927	G	SCVTA	$ 8,180	$ 7,935	G	SCVTA	$ -	$ -	G	$ 5,177	$ 1,543	G	Caltrans	$ 11,080	$ -	G	$ 73,850	$ -	G
44	04	SCl	101	US 101 Improvements (I-280 to Yerba Buena Rd)	SCVTA	$ 3,320	$ 3,320	G	SCVTA	$ 6,550	$ 6,550	G	SCVTA	$ -	$ -	G	$ 1,850	$ 818	G	Caltrans	$ 6,690	$ 3,439	G	$ 31,459	$ 14,023	G
45	05	SCr	1	Highway 1 Soquel to Morrissey Auxiliary Lanes	SCCRTC	$ 2,367	$ 2,061	S	SCCRTC	$ 1,290	$ 1,290	G	Caltrans	$ 194	$ 97	G	$ 301	$ 111	G	SCCRTC	$ -	$ -	G	$ 18,340	$ 13	G
46	02	Sha	5	Cottonwood Hills Truck Climbing Lane	Caltrans	$ 305	$ 305	G	Caltrans	$ 1,363	$ 1,385	P	Caltrans	$ 966	$ 5	G	$ 185	$ -	G	Caltrans	$ 2,100	$ 1,203		$ 11,560	$ 11,165	G
HOV lanes, Fairfield (Rt 80/680/12 to Putah Creek) - Corridor Project																										
47	04	Sol	80	Corridor Project #1 (EA 0A531)	STA	$ 4,475	$ 4,475		STA	$ 2,725	$ 2,470		STA	$ -	$ -		$ -	$ -		Caltrans	$ 6,351	$ 4,190		$ 29,197	$ 28,276	
				Corridor Project #3 (EA 0A532)	STA	$ 300	$ 300		STA	$ 1,500	$ 1,151		STA	$ -	$ -		$ -	$ -		Caltrans	$ 1,319	$ 966		$ 4,768	$ 3,009	
				Corridor Project #2 (EA 4C15U)		$ 1,040	$ 672			$ 3,120	$ 578			$ 26	$ -		$ 10	$ -			$ 3,900	$ 1,583		$ 22,200	$ 15,835	
				Corridor Summary		$ 5,815	$ 5,447	G		$ 7,345	$ 4,199	G		$ 26	$ -	G	$ 10	$ -	G		$ 11,570	$ 6,739	G	$ 56,165	$ 47,120	G
48	04	Son	101	Central Phase A - US 101 HOV Lns from Railroad Ave to Rohnert Park Expressway	SCTA	$ 3,500	$ 3,196	G	SCTA	$ 10,000	$ 8,608	G	Caltrans	$ 750	$ 592	G	$ 9,700	$ 1,454	G	Caltrans	$ 10,500	$ 7,370	G	$ 58,311	$ 40,056	G
49	04	Son	101	US 101 HOV lanes - North Phase A (from Steele Lane to Windsor River Road)	SCTA	$ 3,500	$ 3,314	G	Caltrans	$ 6,000	$ 4,006	G	Caltrans	$ 500	$ 327	G	$ 7,060	$ 375	G	Caltrans	$ 12,000	$ 8,454	G	$ 91,200	$ 87,869	G
50	04	Son	101	US 101 HOV Lanes - Wilfred Ave to Santa Rosa Ave	Caltrans	$ 5,018	$ 4,994	G	Caltrans	$ 8,104	$ 6,830	P	Caltrans	$ 1,350	$ 1,041	P	$ 7,230	$ 3,131	G	Caltrans	$ 6,600	$ 5,131	G	$ 49,250	$ 31,635	G
51	10	Sta	219	SR-219 Expressway, Phase 1 (SR-99 to Morrow Road)	Caltrans	$ 1,648	$ 1,621	G	Caltrans	$ 2,828	$ 2,891	P	Caltrans	$ 3,260	$ 3,824	P	$ 28,000	$ 15,790	G	Caltrans	$ 2,000	$ 1,865	G	$ 7,844	$ 6,601	G
52	10	Sta	219	SR-219 Expressway, Phase 2 (Morrow Road to Route 108)	Caltrans	$ -	$ -	G	Caltrans	$ 2,000	$ 3,024	S	Caltrans	$ 2,000	$ 2,388	S	$ 17,000	$ 12,339	G	Caltrans	$ 3,500	$ -	S	$ 26,000	$ -	G
53	10	Tuo	108	E. Sonora Bypass Stage II	Caltrans	$ 120	$ 111	G	Caltrans	$ 6,000	$ 6,074	P	Caltrans	$ 2,820	$ 2,834	P	$ 11,978	$ 9,783	G	Caltrans	$ 5,500	$ -	G	$ 26,560	$ 246	G
54	07	Ven	101	HOV Lanes, Mussel Shoals to Casitas Pass Road	Caltrans	$ 5,070	$ 5,131	S	Caltrans	$ 12,179	$ 10,068	G	Caltrans	$ 641	$ 316	S	$ 1,980	$ 162	S	Caltrans	$ 15,300	$ -	G	$ 116,300	$ -	G
CMIA projects amended into program using project cost/award savings																										
55	4	Son	101	Central Project Phase B	SCTA	$ -	$ -	G	SCTA	$ 1,405	$ 1,506	L	SCTA	$ 150	$ 38	G	$ 665	$ 188	G	Caltrans	$ 3,000	$ 620	G	$ 13,312	$ 5,164	G
56	3	Sac	80	I-80 HOV Ln Across the Top	Caltrans	$ 2,700	$ 2,560	G	Caltrans	$ 7,911	$ 7,745	G	Caltrans	$ 636	$ 293	G	$ 1,200	$ 564	G	Caltrans	$ 16,000	$ 205	G	$ 104,588	$ 30	G
57	10	SJ	5	I-5 HOV Ln and CRCP	Stockton	$ 4,000	$ -	G	Stockton	$ 11,180	$ -	G	Stockton	$ 100	$ -	G	$ -	$ -	G	Caltrans	$ 11,990	$ 510	G	$ 94,008	$ 799	G
58	5	SLO	101	Santa Maria Bridge	Caltrans	$ 1,796	$ 1,639	G	Caltrans	$ 4,112	$ 4,247	P	Caltrans	$ 265	$ 175	G	$ 252	$ 62	G	Caltrans	$ 6,600	$ 6	G	$ 37,274	$ 1	G
59	11	SD	15	Mira Mesa Direct Access Ramp	Caltrans	$ 3,198	$ 2,683	G	Caltrans	$ 7,280	$ 6,922	G	Caltrans	$ 1,979	$ 559	G	$ 11,100	$ 2,804	G	Caltrans	$ 8,500	$ -	G	$ 50,500	$ 2,500	G
60	2	Sha	5	South Redding 6-Lane	Caltrans	$ 1,195	$ 943	G	Caltrans	$ 510	$ 405	G	Caltrans	$ 50	$ 10	G	$ -	$ -	G	Caltrans	$ 2,250	$ 384	G	$ 19,463	$ 8,682	G
61	3	But	32	But 32 Hwy Widening	Chico	$ 1,200	$ 1,078	G	Chico	$ 2,300	$ 1,738	G	Chico	$ -	$ -	G	$ -	$ -	G	Chico	$ -	$ -	G	$ 6,425	$ -	G
Ala 84 Expressway - Corridor Project																										
62	04	Ala	84	Corridor Project #1 (EA 29761)	ACCMA	$ 1,000	$ 996		ACCMA	$ 4,200	$ 3,035		ACCMA	$ -	$ -		$ 7,000	$ 643		Caltrans	$ 3,780	$ -		$ 32,632	$ -	
				Corridor Project #3 (EA 29762)	ACCMA	$ 1,500	$ 1,494		ACCMA	$ 6,300	$ 4,553		ACCMA	$ -	$ -		$ 11,500	$ 965		Caltrans	$ 5,220	$ -		$ 49,727	$ -	
				Corridor Summary		$ 2,500	$ 2,490	G		$ 10,500	$ 7,588	G		$ -	$ -	G	$ 18,500	$ 1,608	G		$ 9,000	$ -	G	$ 82,359	$ -	G
63	~~4~~	~~Mrn~~	~~101~~	~~Marin Sonoma Narrows~~		Project Deleted																				
64	6	Tul	198	Plaza Dr IC / Aux Lns	Visalia	$ 1,255	$ 263	G	Visalia	$ 1,924	$ 97	G	Visalia	$ 50	$ -	G	$ 2,850	$ -	G	Visalia	$ -	$ -	G	$ 22,296	$ -	G
65	4	Var	Var	Fwy Performance Initiative	Caltrans	$ 4,954	$ 6,269	O	Caltrans	$ 8,755	$ -	G	Caltrans	$ 883	$ -	G	$ 190	$ -	G	Caltrans	$ 7,953	$ -	G	$ 62,004	$ -	G
66	8	SBd Riv	215	I-215 Gap Closure	SBAG	$ 6,120	$ 6,596	L	Caltrans	$ 13,029	$ 2,678	G	SBAG	$ -	$ -	G	$ 10,212	$ 1	G	Caltrans	$ 13,484	$ -	G	$ 134,850	$ -	G
67	7	LA	10	I-10 HOV Citrus to 57	Caltrans	$ 643	$ 136	G	Caltrans	$ 14,500	$ 15,949	S	Caltrans	$ 1,500	$ 92	G	$ 8,000	$ 34	G	Caltrans	$ 14,500	$ -	G	$ 153,000	$ -	G
68	4	Sol	80	I80/SR12 Connector	STA	$ 13,500	$ 4,169	G	STA	$ 9,480	$ 323	G	STA	$ -	$ -	G	$ 23,160	$ -	G	Caltrans	$ 8,460	$ -	G	$ 56,400	$ -	G
69	4	Son	101	North Project Phase B Airport	SCTA	$ 790	$ 242	G	SCTA	$ 4,130	$ 2,416	G	Caltrans	$ 750	$ 160	G	$ 5,638	$ 53	G	Caltrans	$ 4,500	$ -	G	$ 30,000	$ -	G

Project					Environmental Support (1,000's)				Design Support (1,000's)				Right of Way (1,000's) Support				Right of Way (1,000's) Capital				Construction (1,000's) Support				Construction (1,000's) Capital			
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp		Agency	Appd	Exp		Agency	Appd	Exp		Appd	Exp		Agency	Appd	Exp		Appd	Exp	
70	4	SCl	880	I-880 Stevens Ctk IC Impvmts	Caltrans	$ 4,200	$ 819	G	Caltrans	$ 6,475	$ -	G	Caltrans	$ -	$ -	G	$ 4,465	$ -	G	Caltrans	$ 5,164	$ -	G	$ 34,035	$ -	G
71	4	CC	4	SR 4 Bypass Fwy Phase 1&2	Project Combined w #7																					
72	3	Pla	65	Lincoln Bypass Ph 2A Seg 1	Project Combined w #25																					
73	3	ED	50	US 50 HOV Phase 2A Seg 1	Project Combined w #9																					
74	4	Son	101	MSN Petaluma River Bridge	Project Combined w #15, Seg 2																					
75	4	SCl	101	Capitol Exp Yerba Buena IC	SCVTA	$ 3,320	$ -	G	SCVTA	$ 4,356	$ -	G	SCVTA	$ -	$ -	G	$ -	$ -	G	SCVTA	$ 4,100	$ -	G	$ 27,000	$ -	G
76	8	SBd	15	La Mesa Nisqualli Rd IC	Victorville	$ 1,070	$ 133	G	Victorville	$ 2,900	$ 2	G	Victorville	$ -	$ -	G	$ 28,860	$ -	G	SANBAG	$ -	$ -	G	$ 58,200	$ -	G
77	11	SD	805	HOV Lns - SR54 to SR94	Caltrans	$ 7,754	$ -	G	Caltrans	$ 6,000	$ 1,680	G	Caltrans	$ -	$ -	G	$ -	$ -	G	Caltrans	$ 9,308	$ -	G	$ 62,053	$ -	G
78	11	SD	805	HOV Lns - Palomar to SR94	Caltrans	$ 7,754	$ -	G	Caltrans	$ 4,000	$ 3,763	G	Caltrans	$ -	$ -	G	$ -	$ -	G	Caltrans	$ 5,392	$ -	G	$ 35,947	$ -	G
79	5	SLO	46	Whitley 2A	Caltrans	$ -	$ -	G	Caltrans	$ 6,000	$ 2,939	G	Caltrans	$ 1,600	$ 556	G	$ 4,400	$ 53	G	Caltrans	$ 7,000	$ -	G	$ 40,000	$ -	G
80	5	SLO	46	SR 75 / I-5 IC	San Juan Capistrano	$ 1,700	$ 1,700	G	Caltrans	$ 7,373	$ 5,363	G	Caltrans	$ 3,000	$ 1,240	G	$ 28,753	$ 66	G	Caltrans	$ 6,574	$ -	G	$ 38,814	$ -	G
81	11	SD	805	I-805 Managed Lns North	Caltrans	$ -	$ -	G	Caltrans	$ 2,830	$ 8	G	Caltrans	$ 2,047	$ 36	G	$ 4,181	$ 19	G	Caltrans	$ 26,637	$ -	G	$ 127,305	$ -	G

CALIFORNIA DEPARTMENT OF TRANSPORTATION

First Quarter FY 2011-12 State Route 99 (SR99) Bond Program Report

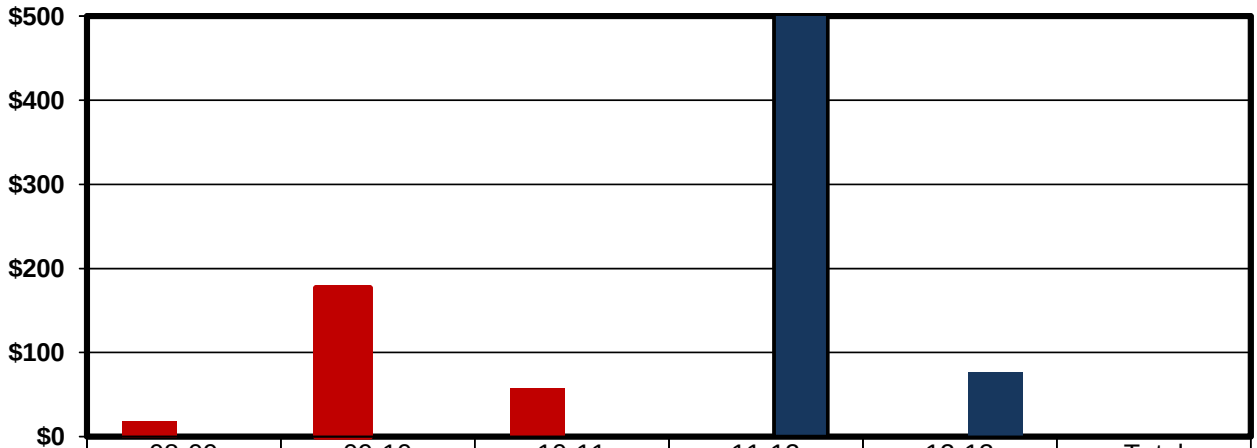
Quarterly Report to the California Transportation Commission

State Route 99 Corridor Program Status

First Quarter FY 2011-12

In the State Route 99 Corridor bond program budget, $784 million is to be allocated for construction contracts. In addition, $175 million is for other funded project components including right of way and engineering support costs. There is also $20 million set aside for bond administrative costs and an uncommitted balance of $21 million. To date, $252 million has been allocated which utilizes 26 percent of the committed program funds.

SR99 Bond Program Allocations (millions)



	08-09	09-10	10-11	11-12	12-13	Total
Actual	$17.5	$176.5	$57.7			$251.7
Planned				$631.1	$76.1	$707.2

SR99 Bond Program Funding (millions)

Component	Available	Allocated	Percent
Construction			
Support	$ 94.8	$ 24.3	26%
Capital	$ 783.7	$ 149.5	19%
Right of Way			
Support	$ 10.8	$ 10.8	100%
Capital	$ 54.7	$ 54.7	100%
Preliminary Engineering			
Support	$ 14.9	$ 12.4	83%
Subtotal	$ 958.9	$ 251.7	26%
Uncommitted	$ 21.1		
Bond Administration	$ 20.0		
Program Total	$ 1,000		

State Route 99 Corridor Program Progress Report

First Quarter FY 2011-12

This report reflects the program delivery status of State Route 99 Corridor (SR 99) bond funds for the 13 projects adopted on March 15, 2007 by the California Transportation Commission and two additional projects amended into the program. The projects adopted into the program have a current approved overall value of $1.311 billion including SR99 bond funds for $959 million.

#	Co	Rte	Project	Scope	Budget	Schedule	Phase
Projects in Original Adopted SR99 Corridor Program							
1	*But*	*99*	*Butte SR99 Chico Auxiliary Lanes*	☑	☑	☑	*Construction*
2	*Fre*	*99*	*Island Park 6-Lane*	☑	☒	☑	*Construction*
3	*Mad*	*99*	*Reconstruct Interchange at Ave 12*	☑	☒	☑	*Design*
4	*Mer*	*99*	*Arboleda Road Freeway*	☑	☒	☒	*Design*
5	*Mer*	*99*	*Freeway Upgrade & Plainsburg Road IC*	☑	☑	☒	*Design*
6	*Sac*	*99*	*Add Aux Ln Calvine to N Mack Rd on 99*	☑	☑	☑	*Construction*
7	*Sac*	*99*	*SR 99 / Elverta Road Interchange*	☑	☑	☒	*Design*
8	*SJ*	*99*	*SR 99 (South Stockton) Widening*	☑	☒	☑	*Design*
9	*SJ*	*99*	*SR99 Widening in Manteca & San Joaquin*	☑	☑	☑	*Design*
10	*Sut*	*99*	*SR 99 / Riego Road Interchange*	☑	☑	◆	*Design*
11	*Sut*	*99*	*Sutter 99 Segment 2*	☑	☒	☑	*Construction*
12	*Teh*	*99*	*Los Molinos*	☑	☑	☑	*Stg 2 - Design*
13	*Tul*	*99*	*Goshen to Kingsburg 6-Lane*	☑	☑	☑	*Construction*
Projects Amended into SR99 Corridor Program							
14	*Sut*	*99*	*SR99 / SR113 Interchange*	☑	☑	☑	*Design*
15	*Tul*	*99*	*Tulare to Goshen 6 Ln*	☑	☑	☑	*Design*

Legend
☑ *No known scope, budget or schedule issues.*
◆ *Potential scope, budget or schedule issues.*
☒ *Known scope, budget or schedule issues.*

Overall Program Status

To date, all 15 projects have completed the preliminary engineering and environmental evaluation phase. Four projects have been awarded and are under construction. One project has been partially completed (1 of 2 segments).

FY 2011-12 Accomplishments

Progress continues to be made to deliver and implement the adopted SR 99 Corridor program. In FY 2011-12 one project met the end met the end right of way milestone and one project was awarded.

First Quarter FY 2011-12 Milestones Met

The following projects completed a major project delivery milestone in the last quarter:

Cty	*Rte*	*Project*	*Milestone*
But	*99*	*Butte SR99 Chico Auxiliary Lanes*	*Award*
Sut	*99*	*SR 99 / Riego Road Interchange*	*End RW*

SR99 Project Action Plan Report

First Quarter FY 2011-12

Each project in the program is being monitored at the component level for potential scope, cost and schedule to ensure timely delivery of the full scope as approved and adopted. Listed below are project action plans that have been identified to address identified scope, cost or schedule issues on projects.

Index of Project Action Plans by Category

(1) Potential Projects to Watch

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Proposed Adjustments
4	*10*	*Mer*	*99*	*Arboleda Road Freeway*	*$ 140,300*	*$ 176,787*	*Schedule, Cost*
5	*10*	*Mer*	*99*	*Freeway Upgrade & Plainsburg Road IC*	*$ 108,000*	*$ 118,720*	*Schedule*
11	*3*	*Sut*	*99*	*Sutter 99 Segment 2*	*$ 47,431*	*$ 54,891*	*Supplemental Funds*

(2) Project changes that will require Commission action, plan has been submitted for preparing an amendment.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Proposed Adjustments
2	*6*	*Fre*	*99*	*Island Park 6 - Lane*	*$ 94,420*	*$ 94,420*	*Cost*
3	*6*	*Mad*	*99*	*Reconstruct IC at Ave 12*	*$ 48,400*	*$ 68,000*	*Cost*

(3) Project changes that will require Commission action, preparation of a plan has just started.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Proposed Adjustments
7	*3*	*Sac*	*99*	*SR 99 Elverta Rd Interchange*	*$ 23,110*	*$ 34,200*	*Schedule*
8	*10*	*SJ*	*99*	*South Stockton Widening*	*$ 153,900*	*$ 250,500*	*Cost*
10	*3*	*Sut*	*99*	*SR 99 Riego Rd Interchange*	*$ 21,110*	*$ 33,020*	*Schedule*

(4) Program amendments that were approved by the CTC during the past quarter

None

Project Action Plans – Narrative *(in project ID order)*

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Proposed Adjustments
2	*6*	*Fre*	*99*	*Island Park 6 - Lane*	*$ 94,420*	*$ 94,420*	*Cost*

Project Action Plan:

PAED expenditures have exceeded the approved budget. Other cost components, however are forecasted to underrun their budget. The funding plan needs to be updated to reflect current costs.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Proposed Adjustments
3	*6*	*Mad*	*99*	*Reconstruct IC at Ave 12*	*$ 48,400*	*$ 68,000*	*Cost*

Project Action Plan:

Right of Way support expenditures have exceeded the approved budget, and it is forecasted that Right of Way capital will also need additional funds. SR99 program savings have been identified on other projects. A baseline amendment will be processed at the time of allocation.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Proposed Adjustments
4	*10*	*Mer*	*99*	*Arboleda Road Freeway*	*$ 140,300*	*$ 176,787*	*Schedule, Cost*

Project Action Plan:

Additional time was needed to secure the necessary right of way and permits needed to deliver the project and put out to bid for construction. The Right of Way support budget is over expended, and is proposed to be offset by right of way capital savings. The Right of Way certification was upgraded on October 27,2011 and can now be advertised. It is proposed to allocate funds at the December Commission meeting with the project to be advertised shortly after that.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Proposed Adjustments
5	*10*	*Mer*	*99*	*Freeway Upgrade & Plainsburg Road IC*	*$ 108,000*	*$ 118,720*	*Schedule*

Project Action Plan:

Additional time was needed to secure the necessary right of way and permits needed to deliver the project and put out to bid for construction. The construction staging requires this project to start approximately eight months after Arboleda which puts the award date in the fall of 2012. Arboleda is proposed to be allocated funds for construction at the December meeting. A recent development in finalizing the delivery of this project is a plan to modify the scope to add landscaping work and additional striping work.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Proposed Adjustments
7	*3*	*Sac*	*99*	*SR 99 Elverta Rd Interchange*	*$ 23,110*	*$ 34,200*	*Schedule*

Project Action Plan:

The project schedule has been delayed due to utilities and condemnation of three right of way parcels. The project schedule needs to be updated. It is anticipated that possession of right of way parcels will be complete by January. It is proposed to allocate funds for construction at the January meeting and advertise the project shortly after that.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Proposed Adjustments
8	*10*	*SJ*	*99*	*South Stockton Widening*	*$ 153,900*	*$ 250,500*	*Cost*

Project Action Plan:

The Design support budget (STIP funds) is over expended. The funding plan will be updated when the project comes in for an allocation. The funding plan will be revised to cover design costs and increase the construction support budget. It is anticipated that there will be some construction capital savings.

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ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Proposed Adjustments
10	*3*	*Sut*	*99*	*SR 99 Riego Rd Interchange*	*$ 21,110*	*$ 33,020*	*Schedule*

Project Action Plan:

The project schedule is being impacted due to issues regarding mitigation necessary to secure a permit from the Army Corps or Engineers. Portions of the project and right of way are being funded by a private developer.

ID	D	Co	Rte	Project Title	Bond's $ (1,000's)	Total $ (1,000's)	Proposed Adjustments
11	*3*	*Sut*	*99*	*Sutter 99 Segment 2*	*$ 47,431*	*$ 54,891*	*Supplemental Funds*

Project Action Plan:

The project is currently under construction. As part of the planned construction activities, a test pile was performed to validate planned foundation work. The test pile, however failed. Further evaluation is needed, but it is likely that the foundation work will incur additional costs to construct a suitable foundation for the new bridge. The project was delivered with some savings in right of way capital. The supplemental funds request (estimated $9-10 million) will likely propose to utilize the right of way capital savings on this project in addition to State Route 99 programs savings.

The California Department of Transportation

First Quarter FY 2011-12

State Route 99 Program Delivery Report

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	SR99 PROJECT COST ($1,000's) LST QTR	PROJECT DESCRIPTION	APPVD END ENVIRONMENTAL	CURR END ENVIRONMENTAL	% Complete	APPVD END DESIGN	CURR END DESIGN	% Complete	APPVD END RIGHT OF WAY	CURR END RIGHT OF WAY	% Complete	APPVD AWARD	AWARD	APPVD CCA	CURR CCA
									100	Milestone Completed						Milestone Behind Schedule			
				Award delay due to availability of Bond funds					100	Awarded						Award Behind Schedule			
1	03	But	99	$ 37,859	$ 20,592	Butte SR 99 Chico Auxilliary Lanes - Phase II	3/24/05	3/24/05	100	5/10/10	6/10/10	100	5/10/10	5/12/10	100	1/15/11	7/8/11	100	10/15/13	10/15/13	5
Island Park 6-Lane - Corridor Project																					
2	06	Fre Mad	99	$ 23,220	$ 23,220	Corridor Project #1 (EA 44261)	6/1/09	7/22/09	100	10/1/09	9/30/09	100	10/1/09	10/1/09	100	9/1/10	8/10/10	100	9/1/12	9/1/12	60
				$ 71,200	$ 71,200	Corridor Project #1 (EA 44262)	4/1/10	6/25/10	100	3/1/12	3/1/12	90	5/1/12	5/1/12	50	9/1/12	9/1/12		7/1/16	7/1/16	
				$ 94,420	$ 94,420	Corridor Summary	4/1/10	6/25/10	100	3/1/12	3/1/12		5/1/12	5/1/12		9/1/10	8/10/10	100	7/1/16	7/1/16	
3	06	Mad	99	$ 68,000	$ 48,400	Reconstruct Interchange at Avenue 12	9/1/09	9/24/09	100	5/1/12	5/1/12	80	7/1/12	7/1/12	50	10/1/12	10/1/12		11/1/15	11/1/15	
4	10	Mer	99	$ 176,787	$ 140,300	Arboleda Road Freeway	6/1/06	6/30/06	100	1/1/10	5/25/11	100	1/1/10	5/16/11	98	6/1/10	5/16/12		6/1/13	6/13/15	
5	10	Mer	99	$ 118,720	$ 108,000	Freeway Upgrade & Plainsburg Road I/C	6/1/06	6/30/06	100	9/1/10	6/20/11	100	9/1/10	5/5/11	98	2/1/11	9/25/12		2/1/14	3/6/16	
6	03	Sac	99	$ 7,446	$ 5,806	Add Aux Lane Calvine to North of Mack Rd on 99	1/1/09	1/15/09	100	2/1/10	12/1/09	100	11/1/10	7/13/10	100	8/1/10	6/23/10	100	10/1/12	10/15/12	70
7	03	Sac	99	$ 34,200	$ 23,110	SR 99/Elverta Rd. Interchange	7/1/09	7/14/09	100	12/1/10	12/1/10	100	12/1/10	12/1/11	90	5/1/11	1/1/12		1/1/13	12/1/13	
8	10	SJ	99	$ 250,500	$ 153,900	SR 99 (South Stockton) Widening	12/1/08	10/28/08	100	2/1/12	3/30/12	90	1/1/12	3/1/12	70	6/1/12	5/15/12		6/1/15	6/1/15	
SR 99 Widening in Manteca and San Joaquin - Corridor Project																					
9	10	SJ	99	$ 3,600	$ -	Corridor PAED (EA 0E610)	3/18/10	3/15/10	100												
				$ 54,530	$ 50,000	Corridor Project #2 (EA 0E611)	3/18/10	3/18/10	100	5/6/11	5/31/11	98	4/1/11	6/1/11	100	11/9/11	3/28/12		7/1/14	7/1/14	
				$ 73,230	$ 68,500	Corridor Project #2 (EA 0E612)	3/18/10	3/18/10	100	9/1/11	12/15/11	95	9/1/11	12/26/11	60	3/7/12	3/7/12		10/1/14	10/1/14	
				$ 116,081	$ 14,500	Corridor Project #3 (EA 0E613)	3/18/10	3/18/10	100	7/1/12	7/2/12	70	3/1/12	3/1/12	60	12/3/12	12/3/12		10/1/15	10/1/15	
				$ 247,441	$ 133,000	Corridor Summary	3/18/10	3/18/10	100	7/1/12	7/2/12		3/1/12	3/1/12		11/9/11	11/9/11		10/1/15	10/1/15	
10	03	Sut	99	$ 33,020	$ 21,110	SR 99 / Riego Road Interchange	12/1/07	11/29/07	100	4/1/11	12/1/11	95	9/1/11	6/30/11	100	9/1/11	5/1/12		1/1/14	1/15/14	
11	03	Sut	99	$ 54,891	$ 47,431	Sutter 99 Segment 2	3/1/04	3/12/04	100	4/1/09	6/26/09	100	6/1/09	4/1/09	100	8/1/10	7/14/10	100	4/1/14	1/1/15	30
Los Molinos - Staged Construction Project																					
12	02	Teh	99			Stage #1	4/1/09	3/12/09	100	2/1/11	12/17/09	100	2/1/11	11/23/09	100	4/28/10	5/5/10	100	12/31/12	4/20/11	100
						Stage #2	9/3/10	9/3/10	100	11/1/11	11/1/11		10/1/11	10/1/11		5/16/12	5/16/12		12/31/12	12/31/12	
				$ 7,181	$ 4,900	Project Summary	4/1/09	9/3/10	100	11/1/11	11/1/11		10/1/11	10/1/11		4/28/10	5/5/10	100	12/31/12	12/31/12	

PROJECT NUMBER	DISTRICT	COUNTY	ROUTE	TOTAL PROJECT COST ($1,000's)	SR99 PROJECT COST ($1,000's) LST QTR	PROJECT DESCRIPTION	APPVD END ENVIRONMENTAL	CURR END ENVIRONMENTAL	% Complete	APPVD END DESIGN	CURR END DESIGN	% Complete	APPVD END RIGHT OF WAY	CURR END RIGHT OF WAY	% Complete	APPVD AWARD	AWARD		APPVD CCA	CURR CCA
Goshen to Kingsburg 6-Lane - Corridor Project																				
13	06	Tul	99	$ 102,757	$ 87,367	Goshen to Kingsburg 6-Lane	11/1/06	11/3/06	100	2/1/10	4/30/10	100	3/1/10	8/2/10	100	9/1/10	1/4/11	100	8/1/14	8/1/14	5
				$ 6,200	$ 6,200	Landscape Mitigation		3/1/12	0	9/16/13	1/5/14	0	8/1/13	8/1/13	0	4/1/14	7/1/14		8/1/19	8/1/19	
				$ 108,957	$ 93,567	Project Summary	10/1/11	3/1/12	.	9/16/13	1/5/14		8/1/13	8/1/13		9/1/10	1/4/11		8/1/19	8/1/19	
SR 99 projects amended into program using project cost/award savings																				
14	03	Sut	99	$ 19,350	$ 17,750	SR 99/113 Interchange	3/12/04	3/12/04	100	6/1/12	7/15/12	5	6/1/12	7/15/12	5	11/1/12	11/1/12	0	12/1/14	12/1/14	
15	06	Tul	99	$ 52,900	$ 46,600	Tulare to Goshen 6 Ln	2/1/09	2/1/09	100	5/3/12	5/3/12	0	4/20/12	4/20/12	0	9/30/12	9/30/12	0	7/1/15	7/1/15	
			Total Cost	$ 1,311,672	$ 958,886															

State Route 99 Bond Program Project Expenditures

First Quarter FY 2011-12

Within Budget Conditions
- G Estimated cost < or = budget

STIP costs < 120%; No CTC action requi
- P Post Vote
- S Estimate within 20% at vote
- L Local Costs > 100% & Under Construction; No CTC Action Required

Potential cost overrun conditions -
- S Estimated cost STIP > 120% budget
- B Estimated cost BOND > 100% budget
- O Estimated cost other funds > 100% budget

Known cost overrun conditions -
- S Actual cost STIP > 120% budget
- B Acual cost BOND > 100% budget
- O Actual cost other funds > 100% budget

Project					Environmental (PAED) Support (1,000's)				Design Support (1,000's)				Right of Way (1,000's)							Construction (1,000's)						
													Support				Capital			Support				Capital		
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp		Agency	Appd	Exp		Agency	Appd	Exp		Appd	Exp		Agency	Appd	Exp		Appd	Exp	
1	03	But	99	Butte SR 99 Chico Auxilliary Lanes - Phase II	BCAG	$ -	$ -	G	BCAG	$ 5,465	$ 4,494	G	BCAG	$ -	$ -	G	$ 1,200	$ -	G	Caltrans	$ 4,394	$ 101	G	$ 26,800	$ 52	G
Island Park 6-Lane - Corridor Project																										
2	06	Fre	99	Corridor Project #1 (EA 44261)	Caltrans	$ 500	$ 569		Caltrans	$ 1,500	$ 1,811		Caltrans	$ 200	$ 9		$ 250	$ 8		Caltrans	$ 3,500	$ 2,015		$ 17,270	$ 9,309	
				Corridor Project #2 (EA 44262)	Caltrans	$ 2,700	$ 2,740		Caltrans	$ 3,400	$ 2,236		Caltrans	$ 500	$ 510		$ 6,500	$ 102		Caltrans	$ 4,100	$ -		$ 54,000	$ -	
				Corridor Summary		$ 3,200	$ 3,309	B		$ 4,900	$ 4,047	G		$ 700	$ 519	G	$ 6,750	$ 110	G		$ 7,600	$ 2,015	G	$ 71,270	$ 9,309	G
3	06	Mad	99	Reconstruct Interchange at Avenue 12	Caltrans	$ 2,000	$ 1,919	G	Caltrans	$ 4,000	$ 2,587	G	Caltrans	$ 500	$ 1,023	O	$ 6,700	$ 30	G	Caltrans	$ 4,800	$ -	G	$ 50,000	$ -	G
4	10	Mer	99	Arboleda Road Freeway	Caltrans	$ 4,917	$ 4,104	G	Caltrans	$ 6,400	$ 5,283	G	Caltrans	$ 1,570	$ 2,029	S	$ 24,900	$ 11,660	G	Caltrans	$ 12,000	$ -	G	$ 127,000	$ -	G
5	10	Mer	99	Freeway Upgrade & Plainsburg Road I/C	Caltrans	$ 3,243	$ 2,579	G	Caltrans	$ 5,300	$ 4,592	G	Caltrans	$ 700	$ 666	G	$ 6,477	$ 1,664	G	Caltrans	$ 8,300	$ -	G	$ 94,700	$ -	G
6	03	Sac	99	Add Aux Lane Calvine to North of Mack Rd on 99	Caltrans	$ 300	$ 228	G	Caltrans	$ 800	$ 800	G	Caltrans	$ 75	$ 38	G	$ 15	$ 15	G	Caltrans	$ 750	$ 716	G	$ 5,506	$ 3,298	G
7	03	Sac	99	SR 99/Elverta Rd. Interchange	Sac Co	$ 1,000	$ 1,040	L	Sac Co	$ 1,800	$ 1,168	G	Sac Co	$ -	$ -	G	$ 3,000	$ 753	G	Sac Co	$ -	$ -	G	$ 28,400	$ -	G
8	10	SJ	99	SR 99 (South Stockton) Widening	Caltrans	$ 6,030	$ 5,916	G	Caltrans	$ 8,000	$ 9,744	S	Caltrans	$ 7,000	$ 3,551	G	$ 59,970	$ 5,755	G	Caltrans	$ 15,500	$ -	G	$ 154,000	$ -	G
Manteca Widening - Corridor Project																										
2	10	SJ	99	Corridor PAED PHASE (EA 0E610)	SJCOG	$ 3,600	$ 3,600																			
				Corridor Project #1 (EA 0E611)	SJCOG	$ -			SJCOG	$ 4,530	$ 4,430		Caltrans	$ -	$ 25		$ -	$ 12		Caltrans	$ 5,000			$ 45,000		
				Corridor Project #2 (EA 0E612)	SJCOG	$ -			SJCOG	$ 4,730	$ 4,500		Caltrans	$ 800	$ 87		$ 1,410	$ 245		Caltrans	$ 7,000			$ 59,290		
				Corridor Project #3 (EA 0E613)	SJCOG	$ -			SJCOG	$ 5,610	$ 5,000		Caltrans	$ 3,000	$ 259		$ 14,500	$ 3,228		Caltrans	$ 7,500			$ 85,471		
				Corridor Summary		$ 3,600	$ 3,600	G		$ 14,870	$ 13,930	G		$ 3,800	$ 371	G	$ 15,910	$ 3,485	G		$ 19,500	$ -	G	$ 189,761	$ -	G
10	03	Sut	99	SR 99 / Riego Road Interchange	Sut Co	$ 520	$ 520	G	Caltrans	$ 2,500	$ 2,500	G	Caltrans	$ 500	$ 292	G	$ 4,000	$ 10	G	Caltrans	$ 3,500	$ -	G	$ 22,000	$ -	G
11	03	Sut	99	Sutter 99 Segment 2	Caltrans	$ -	$ -	G	Caltrans	$ 3,600	$ 2,202	G	Caltrans	$ 750	$ 426	G	$ 4,250	$ 1,944	G	Caltrans	$ 7,000	$ 2,125	G	$ 39,291	$ 13,229	G
12	02	Teh	99	Los Molinos (Stage 1&2)	Caltrans	$ 499	$ 458	G	Caltrans	$ 746	$ 490	G	Caltrans	$ 271	$ 113	G	$ 487	$ 204	G	Caltrans	$ 748	$ 528	G	$ 4,430	$ 1,754	G
Goshen to Kingsburg 6-Ln - Corridor Project																										
13	06	Tul	99	Goshen to Kingsburg 6-Ln	Caltrans	$ 2,390	$ 2,383	G	Caltrans	$ 8,000	$ 5,769	G	Caltrans	$ 600	$ 386	G	$ 2,904	$ 676	G	Caltrans	$ 13,000	$ 1,942	G	$ 75,863	$ 8,247	G
				Landscape Mitigation	Caltrans	$ -	$ -	G	Caltrans	$ 500	$ -	G	Caltrans	$ -	$ -	G	$ -	$ -	G	Caltrans	$ 700	$ -	G	$ 5,000	$ -	G
				Corridor Summary		$ 2,390	$ 2,383	G		$ 8,500	$ 5,769	G		$ 600	$ 386	G	$ 2,904	$ 676	G		$ 13,700	$ 1,942	G	$ 80,863	$ 8,247	G

Project					Environmental (PAED) Support (1,000's)				Design Support (1,000's)				Right of Way (1,000's)							Construction (1,000's)						
													Support				Capital			Support				Capital		
#	D	CO	RTE	PROJECT DESCRIPTION	Agency	Appd	Exp		Agency	Appd	Exp		Agency	Appd	Exp		Appd	Exp		Agency	Appd	Exp		Appd	Exp	
SR 99 projects amended into program using project cost/award savings																										
14	*3*	*Sut*	*99*	*SR 99/113 Interchange*	*Caltrans*	$ -	$ -	G	*Caltrans*	$ 1,000	$ -	G	*Caltrans*	$ 100	$ -	G	$ 500	$ -	G	*Caltrans*	$ 2,500	$ -	G	$ 15,250	$ -	G
15	*6*	*Tul*	*99*	*Tulare to Goshen 6 Ln*	*Caltrans*	$ -	$ -	G	*Caltrans*	$ 4,000	$ 1,182	G	*Caltrans*	$ 300	$ 33	G	$ 2,000	$ 12	G	*Caltrans*	$ 6,600	$ -	G	$ 40,000	$ -	G

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2011-12 First Quarter Proposition 1B Local Bridge Seismic Retrofit Program Project Delivery Report

July 1 - September 30, 2011

Federal Fiscal Year 2011

Quarterly Report to the California Transportation Commission

Local Bridge Seismic Retrofit Program Status

First Quarter Fiscal Year 2011-12

The purpose of this report is to provide information on program delivery status of the Local Bridge Seismic Retrofit Program (LBSRP) for the 479 bridges adopted by the California Transportation Commission (Commission) on May 28, 2007.

In previous quarterly reports, we have reported changes that have reduced the number of bond bridges to 430.

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 (Prop 1B) provides $125 million of state matching funds to complete LBSRP. The Prop 1B LBSRP budget of $125 million is to be allocated to provide the 11.47 percent required local match for right of way and construction phases of the remaining seismic retrofit work on local bridges, ramps, and overpasses, and includes $2.5 million set aside for bond administrative costs. An additional $32.9 million of state funds has been identified to cover the non-federal match. These funds are available through an exchange of a portion of local funds received from the federal Highway Bridge Program (HBP). These funds are available to accommodate part of the current $36.2 million shortfall in required local match. Consistent with the Local Bridge Seismic Retrofit Account Guidelines adopted by the Commission, the Department sub-allocates bond funds on a first come, first serve basis for new phases of right of way and construction work.

The Commission has allocated $13.5 million of bond funds for Fiscal Year (FY) 2007-08, $21 million of bond funds for FY 2008-09, and $12.2 million of bond funds for FY 2009-10. The bond funds allocated by the Commission are available for sub-allocation in one fiscal year. Therefore, bond funds that were not sub-allocated from any of the previous FYs will be available for future years. Consistent with the Local Bridge Seismic Retrofit Account Guidelines, the Department has exchanged $24.3 million of the local share of funds received through the federal HBP for state funds to accommodate local non-federal match needs for Bay Area Rapid Transit (BART) and other bridges. To date, $20.1 million of State match funds and $29.8 million of seismic bond funds have been sub-allocated to local agency bridges for a total of $49.9 million.

The Department did not request a bond allocation from the Commission for FY 2010/11. The match needs for FY 2010/11 is covered by $8.4 million state funds remaining from the exchange mentioned above. These funds will expire by June 31, 2014 if not expended.

This report satisfies the Commission's quarterly reporting requirement for Proposition 1B Quarterly Report on the LBSRP.

Local Bridge Seismic Retrofit Program Progress Report

Overall Bond Program Status

To date, pre-strategy work has been completed on 417 bridges, the design phase has been completed on 297 bridges, construction is underway on 235 bridges, and retrofit is complete on 54 bridges.

Progress of LBSRP is tracked based on the federal fiscal year (FFY).

FFY 2011 Bond Program Accomplishments

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

Local agencies have identified 27 bridges to be delivered in FFY 2011.

As of September 30, 2011, the Department has sub-allocated $4,373,790 of state funds (based on projects authorized) in FFY 2011.

Fourth Quarter FFY 2011 Milestones Met

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

Local Agency	Br. No.	Project	Milestone
Butte County	12C0120	Ord Ferry Road, over Sacramento River	Advanced to Right of Way
Santa Cruz	36C0108	Murray Avenue over Woods Lagoon	Advanced to Right of Way
Humboldt County	04C0207	Williams Creek Road, Over Williams Creek	Advanced to Construction
Indio	56C0291	Jackson Street, over Indio Blvd	Advanced to Construction
Modesto	38C0050	Carpenter Road over Tuolumne River	Advanced to Construction
Monterey County	44C0115	Schulte Road, over Carmel River	Advanced to Construction
Oakland	33C0253	Coliseum Way over Damon Slough	Advanced to Construction
Tulare County	46C0027	Avenue 416 over King River	Advanced to Construction
Fresno County	42C0098	Calaveras Ave over Los Gatos Creek	Complete
Fresno County	42C0280	Althea Avenue over Delta Mendota Canal	Complete
Los Angeles County	53C0810	UP/SPTC RR, over 25th Street	Complete
Los Angeles County	53C0867	Soto Street, over Los Angeles River	Complete
Newport Beach	55C0151	Bayside Drive, Over Golden Rod Ave POC	Complete
Newport Beach	55C0149R,L	Jamboree Road, over San Diego Creek Channel	Complete
Yolo County	22C0074	County Road 57, over Cache Creek	Complete

Program Management

The following table shows the list of LBSRP bridges that are programmed for delivery in FFY 2011. Each project in the LBSRP is being monitored at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. The following projects are locked in for delivery in FFY 2011 and local agencies will not be allowed to change their schedules. Projects programmed in the current FFY, for which federal funds are not obligated by end of the FFY, may be removed from fundable element of the Federal Transportation Improvement Program at the discretion of the Department.

Bridges Programmed in FFY 2011

District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Amount Sub-Allocated as of 9-30-11	State Funds Sub-Allocated as of 9-30-11
3	Butte County	12C0120	Ord Ferry Road, over Sacramento River	Right of Way	$2,868		$2,868
3	Nevada County	17C0045	Hirschdale Road, over Truckee River	Right of Way	$2,868		
4	Alameda County	33C0147	Fruitvale Avenue, over Oakland Estuary	Construction	$52,509		$52,906
4	Alameda County	33C0237	Elgin St, over Ashland Avenue	Construction	$12,617		$12,617
4	Fremont	33C0128	Niles Blvd, over BARTD, Union Pacific Railroad (UPRR)	Construction	$973,516		
4	Oakland	33C0148	23rd Avenue, over UPRR	Construction	$711,250		
4	Oakland	33C0202	Hegenberger Road, over BARTD, UPRR,	Construction	$1,447,580		
4	Oakland	33C0238	Campus Drive, over Lion Creek Tributary	Construction	$351,441		$176,811
4	Oakland	33C0253	Coliseum Way, over Damon Slough	Right of Way	$5,735		Not Needed
4	Union City	33C0223	Whipple Road, over BARTD	Construction	$74,899		$100,291
5	Monterey County	44C0009	Nacimiento Lake Drive, over San Antonio River	Right of Way	$14,510		
5	Monterey County	44C0115	Schulte Road, over Carmel River	Construction	$508,121		$474,245
5	Monterey County	44C0151	Peach Tree Road, over Pancho Rico Creek	Right of Way	$5,735		
5	Santa Barbara County	51C0002	San Marcos Road, over Maria Ygnacia Creek	Construction	$106,671		$92,099
5	Santa Barbara County	51C0006	Floradale Avenue, over Santa Ynez River	Right of Way	$29,822		
5	Santa Barbara County	51C0017	Jalama Road, over Jalama Creek	Right of Way	$9,176		
5	Santa Barbara County	51C0018	UPRR & Amtrak, over Hollister Avenue	Right of Way	$5,735		$3,441
5	Santa Barbara County	51C0039	Rincon Hill Road, over Rincon Creek	Right of Way	$5,735		
5	Santa Barbara	51C0173	Santa Rosa Road, over	Construction	$144,522		$144,522

	County		Nojoqui Creek				
5	Santa Cruz	36C0108	Murray Avenue, over Woods Lagoon	Right of Way	$38,539		$38,539
7	Los Angeles	53C1010	North Main Street, over Los Angeles River	Construction	$241,700	Previously Authorized	
8	Grand Terrace	54C0379	Barton Road, over UPRR	Construction	$51,615		
8	Indio	56C0283	South bond Indio Blvd, over UPRR	Construction	$97,954		
8	Indio	56C0291	Jackson Street, over Indio Blvd	Construction	$298,220		$298,220
8	Loma Linda	54C0130	Anderson Street, over UPRR & Amtrak	Construction	$26,851		$25,052
10	Modesto	38C0050	Carpenter Road, over Tuolumne River	Construction	$1,214,386		$1,238,193
11	Imperial County	58C0014	Forrester Road, over Westside Main Canal	Right of Way	$28,675		
			TOTAL		**$6,463,250**		**$2,659,804**

Projects on the allocation request that were programmed in the FTIP for FFY 2010-11 that failed to come in for authorization.

Programmed Projects that have Advanced Sub-allocation in FFY 2011

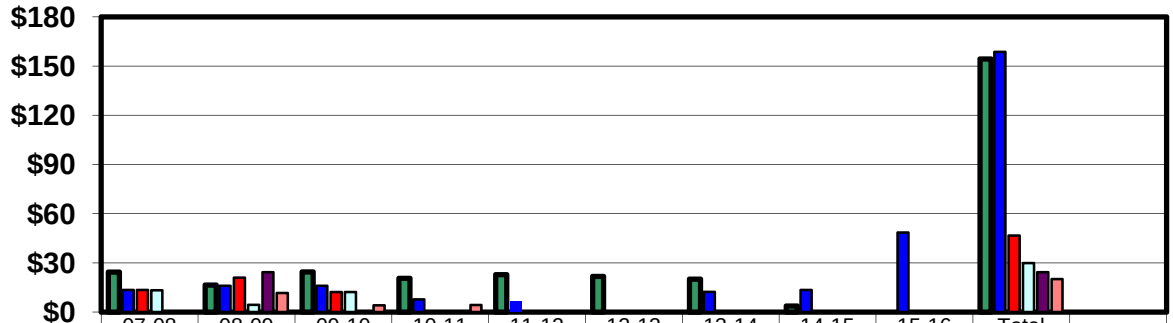
District	Agency	Bridge Number	Description	Phase	Bond Amount Programmed	Bond Amount Sub-Allocated as of 9-30-11	State Funds Sub-Allocated as of 9-30-11
5	Monterey County	44C0158	Lonoak Road over Lewis Creek	Construction	$290,191		$290,191
5	Santa Barbara County	51C0002	San Marcos Road over Maria Ygnacia Creek	Construction	$106,671		$92,098
7	Los Angeles County	53C0036	Beverly BLVD over Union Pacific RR	Construction	$186,388		$154,545
7	Los Angeles County	53C0599	Alameda Street over Compton Creek	Construction	$409,479		$110,601
4	Oakland	33C0253	Coliseum Way over Damon Slough	Construction	$414,108		$414,108
6	Tulare	46C0027	Avenue 416 over King River	Construction	$521,885		$521,885
1	Humboldt County	04C0207	Williams Creek Road, Over Williams Creek	Construction	$130,558		$130,558
			TOTAL		**$2,059,280**		**$1,713,986**

Allocation Summary

	Funds allocated for FY 2010-11	Sub-allocation as of 9-30-2011				Remaining Allocation for FFY 2011
		Projects programmed in FFY 2011		Projects advanced to FFY 2011		
		Number of Projects	Amount	Number of projects	Amount	
Bond	$0					
State	$8,495,310*	13	$2,659,804	7	$1,713,986	$4,121,520
Total	**$8,495,310**	13	$2,659,804	7	$1,713,986	$4,121,520

*Remaining state allocation carried over from FY 2008-09

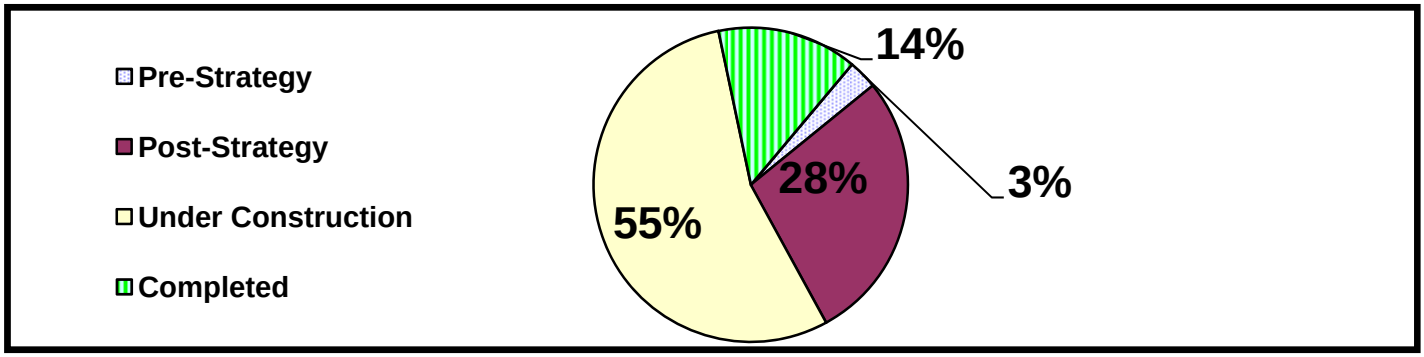
LBSRP Bond and State Capital Allocations (millions)



	07-08	08-09	09-10	10-11	11-12	12-13	13-14	14-15	15-16	Total
Baseline (State, Bond)	$24.40	$16.50	$24.50	$20.60	$22.80	$21.70	$20.10	$3.70	$0.00	$154.30
Projection (State, Bond)*	$13.50	$16.00	$16.00	$7.70	$6.70	$24.50	$12.30	$13.50	$48.50	$158.70
Allocated (Bond)	$13.50	$21.00	$12.20	$0.00						$46.70
Sub-Allocated (Bond)	$13.30	$4.40	$12.20	$0.00						$29.90
Allocated (State)**	$0.00	$24.30	$0.00	$0.00						$24.30
Sub-Allocated (State)	$0.00	$11.67	$4.10	4.37						$20.14

Funds are being tracked based on a Federal Fiscal Year. Sub-Allocation is based on the approved program supplement.
* Projection is based on LA-ODIS information for first quarter of FFY 2011-12. These Projections are not financially constraint and should not be used for budgeting purposes. High cost projects programmed in FY 2011-12 and 2013-14 will be cash managed since there is not sufficient federal fund to fully fund these projects. Therefore the need for bond funds matching federal funds for these cash managed projects will be well beyond 2016 federal fiscal year
** State allocation of $24.30 million must be expended by June 30, 2014.

Number of Bond Funded Bridges by Phase



Bond Funds Committed and Expended (millions)

Component	Available	CTC Allocated	Expended
LBSRP Bond RW & Const.	$122.5	$46.7	$29.8
State RW & Const.	$32.9	$24.3	$20.1
Total	$155.4	$71.00	$49.9
Bond Administrative Cost	$2.5		

Status of Local Bridges Identified to Receive Bond Match by Phase of Work

Agency Group	Number of Agencies	Bridges in Pre-Strategy	Bridges in Post-Strategy	Bridges in Construction	Completed	Total No.
Los Angeles Region (CITY and County)	2	0	11	21	30	62
Department of Water Resources	1	0	23	0	0	23
BART	1	0	0	179	2	181
San Francisco (YBI)		8	1	0	0	9
All Other Agencies	59	5*	85	35	30	155
Total	**63**	**13**	**120**	**235**	**62**	**430**
Status per June 30, 2011 Report	**63**	**14**	**125**	**237**	**54**	**430**
Status per Year-End Report for September 30, FFY 2010	**63**	**15**	**136**	**238**	**42**	**431**

***In addition to the 5 bridges in Pre-Strategy phase some agencies have requested to Re-Strategy 11 bridges that completed their Pre-Strategy phase. Their request is under review.*

Adjustment to the Number of Local Bridges Identified to Receive Bond Match

Total Bridges in the Program	Number of Bridges Removed	Number of Bridges Added	Responsible Agency	Justification	Remaining Bridges in the Bond Program
479	45		Bay Area Rapid Transit (BART)	Funded by other sources	434
434		8	YBI	Project Split	442
442	2		San Jose	Bridges Demolished	440
440	1		Monterey County	Private Ownership	439
439	3		Santa Barbara	Private Ownership	436
436	1		Department of Water Resources	Private Ownership	435
435	2		Los Angeles	Previously Completed	433
433	1		Los Angeles	Private Ownership	432
432	1		Merced County	Being replaced under a different program	431
431	1		Peninsula Joint Powers Board	Funded by other sources	430

430 Bridges Remaining in the Program – 62 Bridges Completed = 376 Bridges in Progress

Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
01	Humboldt County	04C0007	Bald Hills Road	$2,294	$745,000				10/12/12	10% Construction	☑	⊗	⊗
01	Humboldt County	04C0055	Mattole Road (Honeydew)	$3,441	$688,200		2/22/13	6/7/13	10/17/14	15% Design	☑	☑	⊗
01	Humboldt County	04C0104	Waddington Road	$1,147	$114,700			2/24/12	10/11/13	10% ROW	☑	☑	⊗
01	Humboldt County	04C0207	Williams Creek Road	$5,057	$137,640				11/12/12	Waiting Award	☑	⊗	⊗
01	Mendocino County	10C0034	Eureka Hill Road	$17,205	$449,624		4/4/12	4/4/12	8/30/13	23% Design	☑	⊗	⊗
01	Mendocino County	10C0048	Moore Street	$5,735	$256,928		1/6/12	7/2/12	8/16/13	44% Design	☑	⊗	⊗
01	Mendocino County	10C0084	School Way	$13,190	$445,070		6/29/12	6/29/12	8/30/14	80% Design	☑	☑	⊗
02	Lassen County	07C0070	Road306/Cappezolli	$0	$137,640	▲	10/1/13	9/1/13	12/1/14	Design Phase Started	☑	☑	⊗
02	Lassen County	07C0088	County Road 417	$0	$227,106		10/1/13	9/1/13	12/1/14	Design Phase Started	☑	☑	⊗
02	Redding	06C0108L	Cypress Avenue West Bound	$0	$114,700				▲	Project Complete	☑	☑	☑
02	Redding	06C0108R	Cypress Avenue East Bound	$0	$114,700				▲	Project Complete	☑	☑	☑
02	Tehama County	08C0008	Evergreen Road	$12,000	$688,200	▲	8/31/13	3/1/13	10/31/15	35% Design	☑	☑	⊗
02	Tehama County	08C0009	Bowman Road	$9,000	$802,900		3/30/12	11/30/11	4/30/13	98% Design 79% ROW	☑	☑	⊗

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02	Tehama County	08C0043	Jellys Ferry Road	$11,000	$974,950		9/1/12	9/1/12	4/30/15	72% Design	☑	☑	⊗
03	Butte County	12C0120	Ord Ferry Road	$3,000	$1,525,510		2/29/12	2/29/12	6/30/15	51% Design	☑	⊗	⊗
03	Nevada County	17C0045	Hirschdale Road	$7,000	$308,000		12/30/11	11/30/11	5/30/14	60% Design 10% ROW	☑	☑	⊗
03	Nevada County	17C0046	Hirschdale Road	$6,310	$277,640		12/30/11	11/30/11	5/30/14	50% Design 10% ROW	☑	☑	⊗
03	Placer County	19C0060	Auburn-Foresthill Road	$0	$4,897,690				12/1/13	23% Construction	☑	☑	⊗
03	Yolo County	22C0074	County Road 57	$4,588	$223,665	▲			▲	Project Complete	☑	☑	☑
04	Alameda	33C0230	Ballena Boulevard	$0	$62,309				▲	Project Complete	☑	☑	☑
04	Alameda County	33C0026	High Street	$0	$121,194		▲	▲	▲	Project Complete	☑	☑	☑
04	Alameda County	33C0027	Park Street	$0	$91,211		▲	▲	▲	Project Complete	☑	☑	☑
04	Alameda County	33C0147	Fruitvale Avenue	$0	$52,906				8/31/12	1% Construction	☑	☑	⊗
04	Alameda County	33C0237	Elgin Street	$0	$12,617		▲	▲	▲	Project Complete	☑	☑	☑
04	Antioch	28C0054	Wilbur Avenue	$0	$917,600		12/15/11	2/15/12	5/30/14	95% Design 75% ROW	☑	☑	☑
04	Concord	28C0442	Marsh Drive	$0	$506,928		6/1/12	7/2/12	12/1/13	86% Design 10% ROW	☑	☑	⊗

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04	Fairfax	27C0144	Creek Road	$0	$22,366		12/5/11	No R/W	4/15/14	15% Design	☑	☑	⊗
04	Fremont	33C0128	Niles Boulevard	$0	$973,516		12/31/11	12/31/11	3/30/13	85% Design 90% ROW	☑	☑	⊗
04	Healdsburg	20C0065	Healdsburg Avenue	$5,735	$244,311		8/1/12	7/30/12	10/15/13	Design Phase Started	☑	☑	◆
04	Larkspur	27C0150	Alexander Avenue	$0	$200,000		12/31/11	12/31/11	6/30/13	75% Design	☑	☑	⊗
04	Oakland	33C0030	Embarcadero Street	$11,470	$1,799,668		5/31/12	7/31/12	8/31/14	95% Design	☑	⊗	⊗
04	Oakland	33C0148	23rd Avenue	$5,735	$705,515		7/31/12	9/30/12	10/31/14	90% Design	☑	⊗	⊗
04	Oakland	33C0178	Park Boulevard	$0	$95,186			▲	8/31/12	25% Construction	☑	☑	◆
04	Oakland	33C0179	Park Boulevard	$0	$95,186			▲	8/31/12	25% Construction	☑	☑	◆
04	Oakland	33C0180	Park Boulevard	$0	$95,186				8/31/12	25% Construction	☑	☑	⊗
04	Oakland	33C0181	East 14th Street	$0	$15,095				9/30/12	60% Construction	☑	☑	☑
04	Oakland	33C0182	East 12th Street	$0	$14,911				9/30/12	60% Construction	☑	☑	☑
04	Oakland	33C0202	Hegenberger Road	$11,470	$1,436,110		12/31/11	3/31/12	4/30/14	90% Design	☑	⊗	⊗
04	Oakland	33C0215	Leimert Boulevard	$28,675	$557,968		3/31/13	5/31/13	6/30/15	65% Design	☑	⊗	⊗

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04	Oakland	33C0238	Campus Drive	$0	$176,811				4/30/13	2% Construction	☑	☑	⊗
04	Oakland	33C0253	Coliseum Way	$0	$414,108				7/31/13	1% Construction	☑	⊗	⊗
04	Orinda	28C0330	Miner Road	$3,854	$141,091		12/31/11	12/31/12	12/31/14	80% Design 10% ROW	☑	☑	⊗
04	Orinda	28C0331	Bear Creek Road	$0	$11,929		6/30/14	9/30/14	9/30/16	50% Design	☑	☑	⊗
04	Peninsula Joint Powers Board	34C0051	Quint Street	$0	$198,219		11/18/11	No R/W	1/24/14	35% Design	☑	☑	⊗
04	Peninsula Joint Powers Board	34C0052	Jerrold Avenue	$0	$44,200					Bridge Removed			
04	Peninsula Joint Powers Board	35C0087	Tilton Avenue	$0	$130,847				12/31/11	3% Construction	☑	⊗	⊗
04	Peninsula Joint Powers Board	35C0090	Santa Inez Avenue	$0	$136,374				12/31/11	3% Construction	☑	☑	⊗
04	Peninsula Joint Powers Board	35C0091	East Poplar Avenue	$0	$163,627				12/31/11	3% Construction	☑	☑	⊗
04	Peninsula Joint Powers Board	35C0161	Southern Pacific Transportation Company	$0	$136,125				12/31/11	3% Construction	☑	⊗	⊗
04	Pittsburg	28C0165	North Parkside Drive	$0	$57,400		6/25/12	11/30/11	9/24/12	Desin Started	☑	☑	⊗
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 1: Projects authorized in FFY 2008/09 and prior	$1,671,709	$7,396,281				12/30/12	71% Construction	☑	☑	⊗
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 2: R-Line North Aerials over Public Road	$0	$703,455				9/30/14	1% Construction	☑	☑	☑

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04	San Francisco Bay Area Rapid Transit District	BART Various	BART 3: A-Line South Aerials over Public Roads	$0	$900,624				6/30/14	2% Construction	☑	☑	☑
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 4: A-Line Stations over Public Roads	$0	$298,676				9/30/16	Waiting Award	☑	☑	☑
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 5: A-Line North Aerials over public Roads	$0	$1,906,314				5/30/15	Waiting Award	☑	⊗	☑
04	San Francisco Bay Area Rapid Transit District	BART Various	BART 6: West Oakland Aerials over Public Roads	$0	$173,482				9/30/13	20% Construction	☑	☑	☑
04	San Francisco County Transportation Authority	01CA0001	West Bound SFOBB on ramp West of Yerba Buena Island	$0	$111,536		7/4/12	11/30/11	12/31/13	95% Strategy	☑	☑	◆
04	San Francisco Coutny Transporation Authority	01CA0002	West Bound I-80 on ramp West of Yerba Buena Island	$0	$873,690		7/4/12	11/30/11	12/31/13	95% Strategy	☑	☑	◆
04	San Francisco Coutny Transporation Authority	01CA0003	East Bound I-80 off ramp connecting to Treasure Island	$0	$408,963		7/4/12	11/30/11	12/31/13	95% Strategy	☑	☑	◆
04	San Francisco Coutny Transporation Authority	01CA0004	Treasure Island Road West of SFOBB	$0	$316,015		7/4/12	11/30/11	12/31/13	95% Strategy	☑	☑	◆
04	San Francisco Coutny Transporation Authority	01CA0006	Hillcrest Road West of Yerba Buena Island	$0	$204,481		7/4/12	11/30/11	12/31/13	95% Strategy	☑	☑	◆
04	San Francisco Coutny Transporation Authority	01CA0008	Treasure Island road West of SFOBB	$0	$111,537		7/4/12	11/30/11	12/31/13	95% Strategy	☑	☑	◆
04	San Francisco Coutny Transporation Authority	01CA007A	Treasure Island Road West of SFOBB	$0	$74,357		7/4/12	11/30/11	12/31/13	95% Strategy	☑	☑	◆
04	San Francisco Coutny Transporation Authority	01CA007B	Treasure Isand Road west of SFOBB	$0	$92,945		7/4/12	11/30/11	12/31/13	95% Strategy	☑	☑	◆

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04	San Francisco Coutny Transporation Authority	34U0003	San Francisco & Approach Structures	$0	$18,000,000		3/30/12	11/30/11	8/29/14	50% Design	☑	☑	☑
04	San Francisco International Airport	35C0133	Departing Flight Traffic	$0	$2,721,335				6/30/12	93% Construction	☑	☑	☑
04	San Jose	37C0052L	Southwest Expressway	$0	$35,678				▲	Project Complete	☑	☑	☑
04	San Jose	37C0299	Belt (Auzerias Street)	$0	$0					Bridge Removed			
04	San Jose	37C0300	Belt/Pipe(Auzerias & Del Monte)	$0	$0					Bridge Removed			
04	San Jose	37C0701	East Julian Street	$0	$45,557				▲	Project Complete	☑	☑	☑
04	San Jose	37C0732	East William Street	$0	$15,762				▲	Project Complete	☑	☑	☑
04	Santa Clara County	37C0121	Shoreline Boulevard	$0	$54,107				▲	Project Complete	☑	☑	☑
04	Santa Clara County	37C0159	Alamitos Road	$0	$930,000		12/30/12	12/30/12	6/30/15	21% Design	☑	⊗	⊗
04	Santa Clara County	37C0173	Aldercroft Heights Road	$0	$93,460				▲	Project Complete	☑	☑	☑
04	Santa Clara County	37C0183	Central & Lawrence Expressway	$0	$82,549				▲	Project Complete	☑	☑	☑
04	Sonoma County	20C0005	Geysers Road	$11,370	$572,016		12/1/14	12/1/14	11/1/15	10% Design	☑	☑	⊗
04	Sonoma County	20C0017	Watmaugh Road	$22,740	$562,639		6/1/15	12/1/15	5/1/17	10% Design	☑	☑	⊗
04	Sonoma County	20C0018	Bohemian Highway	$57,028	$2,992,454		5/1/16	5/1/16	10/15/17	5% Design	☑	☑	⊗

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04	Sonoma County	20C0139	Wohler Road	$22,740	$562,639		12/1/12	12/1/12	11/1/13	50% Design	☑	☑	⊗
04	Sonoma County	20C0141	Annapolis Road	$0	$165,510				11/1/11	97% Construction	☑	☑	⊗
04	Sonoma County	20C0155	Wohler Road	$4,548	$465,115		12/1/13	12/1/13	10/1/14	15% Design	☑	☑	⊗
04	Sonoma County	20C0242	Chalk Hill Road	$11,370	$574,705	6/1/20	6/1/22	1/1/23	11/1/23	Request Re-Strategy	☑	☑	⊗
04	Sonoma County	20C0248	Lambert Bridge Road	$11,370	$572,016		9/30/15	9/30/15	10/1/16	Request Re-Strategy	☑	☑	⊗
04	Sonoma County	20C0262	Boyes Boulevard	$56,850	$581,394		6/1/13	6/1/13	7/1/16	50% Design	☑	☑	☑
04	Sonoma County	20C0407	West Dry Creek Road	$11,370	$572,016		12/1/12	12/1/12	10/1/15	Design Phase Started	☑	☑	⊗
04	Union City	33C0111	Decoto Road	$0	$626,147		12/31/11	6/1/12	11/30/13	85% Design 96% ROW	☑	☑	⊗
04	Union City	33C0223	Whipple Road	$0	$100,291				5/1/12	Waiting Award	☑	⊗	⊗
04	Vallejo	23C0152	Sacramento Street	$5,735	$1,098,138		5/1/14	No R/W	5/1/15	Pre-Strategy	☑	⊗	⊗
05	King City	44C0059	First Street	$0	$39,342				▲	Project Complete	☑	☑	☑
05	Monterey County	44C0009	Nacimiento Lake Drive	$14,510	$402,597		12/31/12	12/31/12	12/31/13	70% Design 30% ROW	☑	⊗	⊗
05	Monterey County	44C0099	Boronda Road	$24,087	$508,121		1/1/13	1/1/13	4/1/15	Design Phase Started	☑	⊗	◆

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05	Monterey County	44C0115	Schulte Road	$0	$508,121		▲	11/30/11	12/15/13	98% ROW 5% Construction	☑	⊗	
05	Monterey County	44C0151	Peach Tree Road	$5,735	$215,063		12/31/11	12/31/11	12/31/12	70% Design 30% ROW	☑	⊗	⊗
05	Monterey County	44C0158	Lonoak Road	$0	$413,493				12/31/11	70% Construction	☑	⊗	⊗
05	Montery County	44C0042	Union Pacific Railroad & Amtrak	$0	$0					Bridge Removed			
05	San Benito County	43C0027	Panoche Road	$0	$7,433		5/30/12	1/30/13	1/30/14	20% Design	☑	☑	☑
05	San Benito County	43C0043	Lone Tree Road	$0	$194,891				▲	Project Complete	☑	☑	☑
05	San Luis Obispo County	49C0338	Moonstone Beach	$0	$68,304				▲	Project Complete	☑	☑	☑
05	Santa Barbara	51C0144	Southern Pacific Transportation Company	$0	$0					Bridge Removed			
05	Santa Barbara	51C0146	Union Pacific Railroad & Amtrak	$0	$0					Bridge Removed			
05	Santa Barbara	51C0150	Union Pacific Railroad & Amtrak	$0	$0					Bridge Removed			
05	Santa Barbara	51C0250	Chapala Street	$37,760	$362,755		9/30/12	1/31/13	9/30/13	40% Design	☑	⊗	⊗
05	Santa Barbara County	51C0001	Cathedral Oaks Road	$5,735	$286,750		2/1/13	2/1/13	8/15/14	68% Design	☑	⊗	⊗
05	Santa Barbara County	51C0002	San Marcos Road	$721	$114,132				2/15/12	Design Completed	☑	⊗	⊗

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05	Santa Barbara County	51C0006	Floradale Avenue	$29,822	$1,243,578		6/30/12	6/30/12	1/30/14	79% Design	☑	☑	☑
05	Santa Barbara County	51C0014	Jalama Road	$0	$73,497		▲		▲	Project Complete	☑	☑	☑
05	Santa Barbara County	51C0016	Jalama Road	$0	$55,842		▲		▲	Project Complete	☑	☑	☑
05	Santa Barbara County	51C0017	Jalama Road	$0	$240,870		1/15/13	1/15/13	12/30/13	18% Design	☑	⊗	⊗
05	Santa Barbara County	51C0018	Union Pacific Railroad & Amtrak	$3,441	$138,000		1/15/12	1/15/12	8/30/12	90% Design 35% ROW	☑	⊗	⊗
05	Santa Barbara County	51C0039	Rincon Hill Road	$5,735	$79,946		4/1/12	4/1/12	8/30/12	18% Design	☑	☑	⊗
05	Santa Barbara County	51C0173	Santa Rosa Road	$6,804	$128,170				11/30/11	75% Construction	☑	⊗	⊗
05	Santa Cruz	36C0103	Soquel Drive	$0	$17,205		5/1/12	No R/W	9/1/13	30% Design	☑	⊗	⊗
05	Santa Cruz	36C0108	Murray Avenue	$38,540	$1,065,678		4/30/12	10/31/12	11/1/13	91% Design	☑	⊗	⊗
05	Solvang	51C0008	Alisal Road	$0	$46,701		8/16/13	No R/W	9/26/14	Design Phase Started	☑	☑	⊗
06	Bakersfield	50C0021L	Manor Street North Bound	$0	$298,220	11/30/11	10/1/12	No R/W	2/28/15	15% Strategy 20% Design	☑	☑	⊗
06	Bakersfield	50C0021R	Manor Street South Bound	$0	$298,220	11/30/11	10/1/12	No R/W	2/28/15	15% Strategy 20% Design	☑	☑	⊗
06	Department of Water Resources	42C0140	West Shields Avenue	$0	$22,940		6/21/12	No R/W	5/27/13	85% Design	☑	☑	⊗

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06	Department of Water Resources	42C0141	North Russell Avenue	$0	$22,940		6/21/12	No R/W	5/27/13	85% Design	☑	☑	⊗
06	Department of Water Resources	42C0143	West Nees Avenue	$0	$22,940		6/21/12	No R/W	5/27/13	85% Design	☑	☑	⊗
06	Department of Water Resources	42C0156	West Jayne Avenue	$0	$18,352		6/21/12	No R/W	5/27/13	85% Design	☑	☑	⊗
06	Department of Water Resources	42C0159	West Mount Whitney Avenue	$0	$18,352		6/21/12	No R/W	5/27/13	85% Design	☑	☑	⊗
06	Department of Water Resources	42C0173	West Manning Avenue	$0	$18,352		6/21/12	No R/W	5/27/13	85% Design	☑	☑	⊗
06	Department of Water Resources	42C0245	West Panoche Road	$0	$18,352		6/21/12	No R/W	5/27/13	85% Design	☑	☑	⊗
06	Department of Water Resources	42C0370	West Clarkson Avenue	$0	$22,940		6/21/12	No R/W	5/27/13	85% Design	☑	☑	⊗
06	Department of Water Resources	42C0371	South El Dorado Avenue	$0	$22,940		6/21/12	No R/W	5/27/13	85% Design	☑	☑	⊗
06	Department of Water Resources	42C0425	West Gale Avenue	$0	$18,352		6/21/12	No R/W	5/27/13	85% Design	☑	☑	⊗
06	Department of Water Resources	45C0071	Avenal Cutoff	$0	$18,352		6/21/12	No R/W	5/27/13	85% Design	☑	☑	⊗
06	Department of Water Resources	45C0123	Plymouth Avenue	$0	$18,352		6/21/12	No R/W	5/27/13	85% Design	☑	☑	⊗
06	Department of Water Resources	45C0124	30th Avenue	$0	$18,352		6/21/12	No R/W	5/27/13	85% Design	☑	☑	⊗
06	Department of Water Resources	45C0125	Quail Avenue	$0	$18,352		6/21/12	No R/W	5/27/13	85% Design	☑	☑	⊗

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06	Department of Water Resources	50C0113	Elk Hills Road	$0	$0					Bridge Removed			
06	Department of Water Resources	50C0123	Old River Road	$0	$17,205		6/21/12	No R/W	5/27/13	95% Design	☑	☑	⊗
06	Fresno County	42C0098	South Calaveras Avenue	$0	$30,923		▲		▲	Project Complete	☑	☑	☑
06	Fresno County	42C0280	West Althea Avenue	$0	$45,880					Project Complete	☑	☑	☑
06	Fresno County	42C0281	West Sierra Avenue	$0	$45,880		5/1/12	No R/W	1/30/13	Design Phase Started	☑	⊗	⊗
06	Tulare County	46C0027	Avenue 416	$0	$521,885				12/31/13	Waiting Award	☑	☑	⊗
07	Los Angeles	53C0045	Beverly-First Street	$0	$848,780		6/28/13	No R/W	3/21/16	55% Design	☑	☑	⊗
07	Los Angeles	53C0096	Fletcher Drive	$0	$848,780				11/29/14	10% Construction	☑	☑	⊗
07	Los Angeles	53C0784	At&Sf Rr	$0	$0					Bridge Removed			
07	Los Angeles	53C0859	North Spring Street	$0	$229,400		6/30/12	6/30/12	1/31/16	85% Design 50% ROW	☑	☑	⊗
07	Los Angeles	53C0884	Ocean Boulevard	$0	$0					Bridge Removed			
07	Los Angeles	53C1010	North Main Street	$0	$965,295				12/31/13	10% Construction	☑	☑	⊗
07	Los Angeles	53C1184	4th Street	$0	$290,191				12/28/12	70% Construction	☑	⊗	⊗

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07	Los Angeles	53C1335	Tampa Avenue	$0	$59,644				4/30/12	65% Construction	☑	☑	⊗
07	Los Angeles	53C1362	Vanowen Street	$0	$208,750				3/11/13	10% Construction	☑	☑	⊗
07	Los Angeles	53C1388	Winnetka Ave	$0	$45,306				4/30/12	65% Construction	☑	☑	◆
07	Los Angeles	53C1875	Avenue 26	$0	$229,400		6/28/13	No R/W	11/7/16	20% Design	☑	☑	⊗
07	Los Angeles	53C1880	Sixth Street	$11,323,573	$29,740,105		6/30/14	9/30/14	6/29/18	40% Design	☑	⊗	⊗
07	Los Angeles	53C1881	Hyperion Avenue	$0	$1,220,371		12/31/12	4/1/13	9/29/17	90% Design 10% ROW	☑	⊗	⊗
07	Los Angeles	53C1882		$0	$290,191		12/30/11	No R/W	3/18/16	90% Design	☑	☑	⊗
07	Los Angeles	53C1883	Glendale Boulevard	$0	$114,700		12/30/11	12/28/12	3/18/16	90% Design 10% ROW	☑	☑	⊗
07	Los Angeles	53C1884	Glendale Boulevard	$0	$114,700		12/30/11	12/28/12	3/18/16	90% Design 10% ROW	☑	☑	⊗
07	Los Angeles County	53C0031	Alondra Boulevard	$0	$36,476				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0036	Beverly Boulevard	$0	$154,545	▲			5/31/13	10% Construction	☑	⊗	◆
07	Los Angeles County	53C0070	East Fork Road	$0	$131,643				4/30/12	36% Construction	☑	☑	☑
07	Los Angeles County	53C0082	Washington Boulevard	$0	$12,815			▲	▲	Project Complete	☑	☑	☑

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07	Los Angeles County	53C0084	Slauson Avenue	$0	$128,805			2/28/12	10/31/13	89% ROW	☑	☑	⊗
07	Los Angeles County	53C0085	Florence Avenue	$0	$33,325				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0106	Imperial Highway	$0	$117,518		▲	▲	▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0138	Union Pacific Railroad	$0	$3,766				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0139	College Park Drive	$0	$12,606				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0178	Valley Boulevard	$0	$198,617	▲			10/31/11	90% Construction	☑	☑	⊗
07	Los Angeles County	53C0261	Avalon Boulevard	$0	$30,718			▲	▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0266	Willow Street	$0	$34,103				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0289	Azusa Avenue	$0	$373,586				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0329	Garey Avenue	$0	$31,038				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0375	Foothill Boulevard	$0	$271,470				6/30/12	40% Construction	☑	☑	◆
07	Los Angeles County	53C0377	Foothill Boulevard	$0	$56,141					Project Complete	☑	☑	☑
07	Los Angeles County	53C0445	Slauson Avenue	$0	$200,260				▲	Project Complete	☑	☑	☑

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07	Los Angeles County	53C0458	Union Pacific Railroad	$0	$32,388				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0459	Wilmington Avenue 223	$0	$186,296		▲		10/30/12	Waiting Award	☑	☑	☑
07	Los Angeles County	53C0471	Washington Boulavard	$0	$62,400				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0495	Irwindale Avenue	$0	$12,150				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0531	Atchinson, Topeka, & Sante Fe Railroad	$0	$66,519					Project Complete	☑	☑	☑
07	Los Angeles County	53C0575	Artesia Boulevard	$0	$60,486				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0590	Union Pacific Railroad	$0	$8,592				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0592	Cherry Avenue	$0	$7,833					Project Complete	☑	☑	☑
07	Los Angeles County	53C0594	Long Beach Boulevard	$0	$18,015				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0596	Atchinson, Topeka, & Santa Fe Railroad	$0	$23,419				12/31/11	55% Construction	☑	☑	⊗
07	Los Angeles County	53C0599	Alameda Street	$0	$110,601	▲			5/31/13	10% Construction	☑	☑	☑
07	Los Angeles County	53C0671	Azusa Canyon Road	$0	$12,540				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0807	Avenue T	$0	$126,437				▲	Project Complete	☑	☑	☑

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07	Los Angeles County	53C0810	Southern Pacific Transportation Company Railroad	$0	$15,088					Project Complete	☑	☑	☑
07	Los Angeles County	53C0864	Martin Luther King Junior Avenue	$0	$51,404				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0867	Soto Street	$0	$359,680				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0885	Long Beach Freeway	$0	$29,393				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0890L	Queens Way-South Bound	$0	$275,317				5/31/12	85% Construction	☑	☑	⊗
07	Los Angeles County	53C0890R	Queens Way-South Bound	$0	$275,317				5/31/12	85% Construction	☑	☑	⊗
07	Los Angeles County	53C0892L	Queens Way South Bound	$0	$275,757				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0892R	Queens Way North Bound	$0	$275,757				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0897	S.P.T.C. R R	$0	$15,990				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0916	First Street	$0	$19,658				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0918	First Street	$0	$19,658				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C0930	9th Street	$0	$259,726				5/10/13	95% Construction	☑	☑	⊗
07	Los Angeles County	53C0931	10th Street Off Ramp	$0	$654,259				12/31/11	90% Construction	☑	☑	⊗

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07	Los Angeles County	53C0933	7th Street On Ramp	$0	$66,778					Project Complete	☑	☑	☑
07	Los Angeles County	53C0934	6th Street Off Ramp	$0	$388,356					Project Complete	☑	☑	☑
07	Los Angeles County	53C0951	Garey Avenue	$0	$24,093				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1403	The Old Road	$0	$812,443	▲	5/1/12	10/31/12	2/1/15	11% Design	☑	☑	⊗
07	Los Angeles County	53C1577	Oleander Avenue	$0	$17,584				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1710	Fruitland Avenue	$0	$62,523					Bridge Removed			
07	Los Angeles County	53C1829	Oak Grove Drive	$0	$243,580		▲		▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1851	Oak Grove Drive	$0	$244,559				▲	Project Complete	☑	☑	☑
07	Los Angeles County	53C1909	At & Sf Rr	$0	$24,955					Project Complete	☑	☑	☑
07	Los Angeles County	53C1915	4th Street	$0	$37,502		▲	▲	▲	Project Complete	☑	☑	☑
08	Barstow	54C0088	North 1st Avenue	$0	$350,000		9/1/12	6/2/13	12/20/14	Design Phase Started	☑	⊗	⊗
08	Barstow	54C0089	North 1st Avenue	$0	$82,010		7/30/12	2/11/13	4/12/14	Design Phase Started	☑	☑	⊗
08	Barstow	54C0583	Yucca Street	$0	$50,000		7/30/12	2/11/13	4/12/14	Design Phase Started	☑	⊗	⊗

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08	Colton	54C0077	La Cadena Drive	$0	$134,199		12/31/11	No R/W	8/31/12	90% Design	☑	☑	⊗
08	Colton	54C0078	La Cadena Drive	$0	$14,911		12/31/11	No R/W	8/31/12	90% Design	☑	☑	⊗
08	Colton	54C0079	La Cadena Drive	$0	$14,911		12/31/11	No R/W	8/31/12	90% Design	☑	☑	⊗
08	Colton	54C0100	Mount Vernon Avenue	$0	$71,285		12/31/11	No R/W	8/31/12	90% Design	☑	☑	⊗
08	Colton	54C0101	Mount Vernon Avenue	$0	$19,384		12/31/11	No R/W	8/31/12	90% Design	☑	☑	⊗
08	Colton	54C0375	West C Street	$0	$14,911		12/31/11	No R/W	8/31/12	90% Design	☑	☑	⊗
08	Colton	54C0384	C Street	$0	$22,366		12/31/11	No R/W	8/31/12	90% Design	☑	☑	⊗
08	Colton	54C0599	Rancho Avenue	$0	$14,292		12/31/11	No R/W	8/31/12	90% Design	☑	☑	⊗
08	Department of Water Resources	54C0449	Ranchero Street	$0	$28,675		5/11/12	No R/W	2/15/13	95% Design	☑	☑	⊗
08	Department of Water Resources	54C0451	Mesquite Street	$0	$17,205		5/11/12	No R/W	2/15/13	95% Design	☑	☑	⊗
08	Department of Water Resources	54C0452	Maple Avenue	$0	$28,675		5/11/12	No R/W	2/15/13	95% Design	☑	☑	⊗
08	Department of Water Resources	54C0495	Goodwin Drive	$0	$17,205		5/11/12	No R/W	2/15/13	95% Design	☑	☑	⊗
08	Department of Water Resources	54C0496	Duncan Road	$0	$17,205		5/11/12	No R/W	2/26/13	95% Design	☑	☑	⊗

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

Phase Complete ▲ Completed ahead of schedule Behind schedule

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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
08	Grand Terrace	54C0379	Barton Road	$0	$52,188		12/30/11	12/30/11	4/1/13	98% Design 98% ROW	☑	☑	⊗
08	Indio	56C0084	Jackson Street	$2,294	$157,218			5/30/12	4/1/14	95% design	☑	⊗	⊗
08	Indio	56C0283	S/B Indio Blvd.	$0	$207,710			5/30/12	2/4/13	95% design	☑	☑	⊗
08	Indio	56C0291	Jackson Street	$0	$298,220				7/2/12	Waiting Award	☑	⊗	⊗
08	Indio	56C0292	North Bound Indio Boulevard	$2,294	$125,554			5/30/12	6/1/14	95% design	☑	⊗	⊗
08	Lake Elsinore	56C0309	Auto Center Drive	$0	$49,206	4/1/13	6/15/14	No R/W	6/21/16	Request Re-Strategy	☑	☑	⊗
08	Loma Linda	54C0130	Anderson Street	$0	$26,381				12/30/11	Waiting Award	☑	☑	⊗
08	Riverside County	56C0001L	South Bound Van Buren Boulevard	$0	$1,316,701				12/15/11	82% Construction	☑	☑	☑
08	Riverside County	56C0001R	North Bound Van Buren Boulevard	$0	$1,316,701				12/15/11	82% Construction	☑	☑	☑
08	Riverside County	56C0017	River Road	$0	$21,678				4/16/12	86% Construction	☑	☑	⊗
08	Riverside County	56C0071	Mission Boulevard//Buena Vista	$57,350	$3,670,400	2/10/15	8/15/16	8/10/16	5/15/19	7% Strategy	☑	☑	⊗
08	San Bernardino	54C0066	Mount Vernon Avenue	$0	$3,452,670		6/30/13	1/30/14	6/30/16	Design Phase Started	☑	☑	⊗
10	Department of Water Resources	39C0250	Mccabe Road	$0	$17,205		6/12/12	No R/W	2/26/13	95% Design	☑	☑	⊗

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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
10	Department of Water Resources	39C0252	Butts Road	$0	$28,675		6/12/12	No R/W	2/26/13	95% Design	☑	☑	⊗
10	Department of Water Resources	39C0314	Mervel Avenue	$0	$22,940		6/12/12	No R/W	2/26/13	95% Design	☑	☑	⊗
10	Merced County	39C0339	Canal School Road	$0	$113,668					Bridge Removed			
10	Modesto	38C0050	Carpenter Road	$0	$1,214,386				11/1/13	Waiting Award	☑	☑	⊗
10	San Joaquin County	29C0187	Airport Way	$0	$420,730				▲	Project Complete	☑	☑	☑
10	San Joaquin County	38C0032	Mchenry Avenue	$0	$238,576		2/1/13	2/1/13	8/1/15	25% Design	☑	☑	
10	Stanislaus County	38C0003	Santa Fe Avenue	$0	$536,796		10/31/13	10/31/13	6/30/15	Design Phase Started	☑	☑	☑
10	Stanislaus County	38C0004	Hickman Road	$0	$820,105		7/1/13	7/1/12	11/1/14	1% Design	☑	☑	⊗
10	Stanislaus County	38C0010	Crows Landing	$0	$745,550		6/1/13	6/30/13	10/31/15	15% Design	☑	☑	◆
10	Stanislaus County	38C0048	Geer Road	$0	$141,655		3/31/12	No R/W	7/31/13	Design phase	☑	☑	⊗
10	Stanislaus County	38C0202	Pete Miller Road	$0	$44,733		4/28/12	No R/W	10/31/12	Design Phase Started	☑	☑	⊗
10	Stanislaus County	39C0001	River Road	$0	$670,995		3/30/12	12/30/12	12/28/14	Design Phase Started	☑	☑	⊗
10	Tracy	29C0126	Eleventh Street	$0	$2,278,743		3/30/12	4/1/12	12/30/14	6% Design	☑	⊗	⊗

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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
11	Del Mar	57C0207	North Torrey Pines Road	$0	$2,560,755				9/30/12	25% Construction	☑	☑	◆
11	Imperial County	58C0014	Forrester Road	$28,675	$725,569	3/21/12	12/21/14	10/21/13	7/21/15	Pre-Strategy	☑	☑	⊗
11	Imperial County	58C0092	Araz Road	$0	$135,116	3/21/12	12/21/13	No R/W	8/21/14	Pre-Strategy	☑	☑	⊗
11	Imperial County	58C0094	Winterhaven Drive	$0	$152,780	3/21/12	12/21/13	No R/W	8/21/14	Pre-Strategy	☑	☑	⊗
11	Oceanside	57C0010	Douglas Drive	$0	$871,247			2/28/13	2/1/16	100% Design	☑	⊗	⊗
11	Oceanside	57C0322	Hill Street	$0	$1,113,164		6/30/14	8/1/14	2/1/17	33% Design	☑	⊗	⊗
11	San Diego	57C0015	North Harbor Drive	$0	$1,351,438				▲	Project Complete	☑	☑	☑
11	San Diego	57C0416	First Avenue	$0	$698,119					Project Complete	☑	☑	☑
11	San Diego	57C0418	Georgia Street	$0	$142,549		3/1/14	3/1/14	6/1/15	25% Design	☑	☑	⊗
11	Santee	57C0398	Carlton Oaks Drive	$0	$20,646	10/31/11	7/31/12	No R/W	6/30/13	15% Strategy	☑	☑	⊗
12	Newport Beach	55C0015	Park Avenue	$0	$146,242		5/15/14	8/15/14	9/15/16	Design Phase Started	☑	☑	⊗
12	Newport Beach	55C0149L	South Bound Jamboree Road	$0	$57,003					Project Complete	☑	☑	☑
12	Newport Beach	55C0149R	North Bound Jamboree Road	$0	$28,305					Project Complete	☑	☑	☑

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Local Bridge Seismic Retrofit Program Delivery Report

DISTRICT	AGENCY	BRIDGE NO.	PROJECT DESCRIPTION	ESTIMATED BOND RIGHT OF WAY VALUE	ESTIMATED BOND CONSTRUCTION VALUE	END STRATEGY	END DESIGN	END RIGHT OF WAY	END CONSTRUCTION	CURRENT PHASE (% COMPLETE)	SCOPE	BUDGET	SCHEDULE
12	Newport Beach	55C0151	Bayside Drive	$0	$18,044					Project Complete	☑	☑	☑
12	Orange County	55C0038	Santiago Canyon Road	$0	$55,379				▲	Project Complete	☑	☑	☑
12	Orange County	55C0655	John Wayne Airport - Macarthur	$0	$468,894	▲			10/4/12	Waiting Award	☑	☑	⊗
12	Orange County	55C0656	Route 55 Departures	$0	$109,539				10/4/12	Waiting Award	☑	⊗	⊗
12	Orange County	55C0657	Macarthur	$0	$40,260				10/4/12	Waiting Award	☑	☑	⊗
12	Orange County	55C0658	Departures Traffic	$0	$186,961				10/4/12	Waiting Award	☑	☑	⊗
			Total	**$13,641,812**	**$145,483,557**								

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CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2011-12
1st Quarter Report
State-Local Partnership Program

Quarterly Report to the

California Transportation Commission

State-Local Partnership Program
Progress Report

SUMMARY:

This report covers the first quarter of the State Fiscal Year (FY) 2011-12 for the State-Local Partnership Program (SLPP). There are 100 projects with a total value of $468.3 million (M) in SLPP funds that have been approved by the California Transportation Commission (Commission) for this program. There are 18 projects that were removed from the program which are not included in these numbers, totals or the tables in this report; 13 of these were removed previously and five were removed this quarter. There are 94 projects shown on the tables in this report due to some of these projects receiving funding in multiple cycles of the program.

The SLPP is set at $200M each year for five years, for a total of $1 billion. It is split into two sub-programs. The first is a "formula" based program and the second is a "competitive" based program. The formula program matches local sales tax, property tax and/or bridge tolls and is 95 percent of the total SLPP. The competitive program matches local uniform developer fees and represents five percent of the SLPP. Any SLPP funds that are not programmed in either the "formula" or "competitive" programs in a given fiscal year will remain available for future programming in the remaining cycles of the SLPP.

FORMULA PROGRAM:

Each year the Commission reviews projects that are nominated for the formula program. The Commission will adopt those projects that meet the requirements of Proposition 1B, the Highway Safety, Traffic Reduction and Port Security Bond Act of 2006, and have a commitment of the required match and any required supplementary funding. The following is the status of the formula program projects. See the attached lists for specific project information.

- Cycle 1: In FY 2008-09, 18 projects were programmed for formula share funding. Eight projects have previously been removed from the program because of the uncertainty of available bond funding. The 10 remaining projects total $73.1M in SLPP bond funds. Eight projects have approved allocations; three of these projects have been completed and one had an approved Letter of No Prejudice (LONP) prior to allocation. One project has been delivered but not allocated; this project has an approved LONP. The remaining project has not yet been delivered.

- Cycle 2: In FY 2009-10, 22 projects were programmed for formula share funding. Four of the projects were previously removed from the program; one project was removed this quarter and one project has a revised schedule and will be re-programmed in Cycle four. The remaining 16 projects total $134.7M in SLPP funds. 13 of these projects have approved allocations; two of these have been completed;

five of these had an approved LONP prior to allocation. Of the remaining three projects one has been delivered but not allocated and the other two are not yet delivered.

- Cycle 3: In FY 2010-11, 12 projects were programmed for formula share funding. One of these projects was removed this quarter. The remaining 11 projects total $117.2M in SLPP funds. Six of these projects have been allocated; one had an approved LONP prior to allocation. Two projects have been delivered but not allocated and they both have approved LONP's. The three remaining projects have not yet been delivered.

- Cycle 4: So far in FY 2011-12, 24 projects have been programmed for formula share funding for a total of $115.3M in SLPP funds. One of these projects has an approved allocation; this project had an LONP prior to allocation. Four of these projects are on the delivered list and two of these projects have an approved LONP. The remaining 19 projects are not yet delivered, one of these has an approved LONP from programming in Cycle 2.

COMPETITIVE PROGRAM:

Each year the Commission reviews eligible projects that are nominated for the competitive grant program. Projects have to meet the requirements of Proposition 1B and must have a commitment of the required match and any supplementary funding needed. No single grant may exceed $1M.

The Commission will select projects that meet the following specified criteria:

- Geographic balance
- Cost-effectiveness
- Multimodal
- Safety
- Reliability
- Construction schedule
- Leverage of funding
- Air quality improvements

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

- Cycle 1: In FY 2008-09, 12 projects were programmed for competitive share funding. One of these projects was removed because the agency could no longer obtain the matching developer funds. The 11 remaining projects total $8.6M in SLPP bond funds. All 11 of these projects have approved allocations; five of these projects have been completed; and one had an approved LONP prior to allocation.

- Cycle 2: In FY 2009-10, 14 projects were programmed for competitive share funding. These 14 projects total $10M in SLPP bond funds. 13 projects have approved allocations; five of these projects had an approved LONP prior to allocation. The remaining project has been delivered but not yet allocated. Five of these projects have been completed.

- Cycle 3: In FY 2010-11, 17 projects were programmed for competitive share funding. Three of these projects were removed this quarter. The remaining 14 projects total $9.4M in SLPP bond funds. 10 of these projects have been delivered but not yet allocated; three of these have an approved LONP. The four remaining projects are not yet delivered and have requested allocation extensions.

- Cycle 4: The Competitive funded projects for Cycle 4 are expected to be programmed in the next quarter.

LONP:

The LONP Guidelines were approved in December 2009. As of September 30, 2011, there are 21 projects that have requested, and been approved for, a LONP; 13 of these projects have since been allocated, there are eight projects which are currently using the LONP. See the attached lists for specific project information.

BACKGROUND:

On November 7, 2006, the voters approved Proposition 1B, which authorized $1 billion for the State-Local Partnership Program to be available, upon appropriation by the Legislature, for allocation by the Commission over a five-year period to eligible transportation projects nominated by eligible transportation agencies. Proposition 1B requires a dollar for dollar match of local funds for an applicant agency to receive state funds under the program.

CURRENT STATUS:

This report includes several attachments that provide detailed information on project status. Please note that the “Project Numbers” in these lists are for clarification in this report and are only for reference to indicate the number of projects in this report. These “Project Numbers” are subject to change in subsequent reports as projects are added and deleted. Currently there are 94 projects shown in the tables in these reports.

Formula Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST	CONSTRUCTION % COMPLETE	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	DELIVERED BUT NOT ALLOCATED	NOT YET DELIVERED	LONP	SCOPE	BUDGET	SCHEDULE
1	3	Nev	Truckee	7430	Annual Slurry Seal Project (2)	$506	$506	$163	7/2010	100%	X					●	●	●
2	3	Nev	Truckee	7477	2012 Slurry Seal Project (4)	$825	$825	$144	6/2012	0				X		●	●	●
3	3	Nev	Nevada City	7424	Nevada City Paving- Various Locations (2)	$62	$62	$31	5/2011	100%	X					●	●	●
4	3	Sac	Caltrans		Sac 50 – HOV (1)	$108,027	$79,277	$7,214	10/2009	95%	X					●	●	●
5	3	Sac	City of Rancho Cordova	7474	Folsom Blvd Enhancement, Ph 2 (3)	$6,837	$6,037	$2,724	9/2011	1%	X		X		X	●	●	◻
6	3	Sac	Sacramento RT	7501	South Sacramento Light Rail, Ph 2 (3)	$275,478	$222,212	$7,200	1/2012	0				X		●	●	●
7	4	Ala	Alameda Cty Transit	7502	Bus Procurement Program (2)	$17,787	$17,787	$8,215	1/2012	0			X			●	●	◻
8	4	Various	Bay Area Rapid Transit	7489	BART - Warm Springs Extension (1,2,3)	$890,000	$746,904	$77,774	6/2011	25%	X					●	●	●
9	4	Various	Bay Area Rapid Transit	7489	BART - Warm Springs Extension (4)	$890,000	$746,904	$11,894	6/2011	0				X		●	●	●
10	4	Bay Area Toll Auth	Bay Area Rapid Transit	7499	Oakland Airport Connector (2)	$484,111	$454,081	$1,000	10/2010	22%	X					●	●	●
11	4	Bay Area Toll Auth	Bay Area Rapid Transit	7499	Oakland Airport Connector (4)	$484,111	$454,081	$10,098	10/2010	22%	X			X	X	●	●	●
12	4	CC	Caltrans		SR 4 East Somersville to 160 Segment 2 (1,3)	$122,550	$87,300	$9,984	10/2011	0			X		X	●	●	◻
13	4	CC	Caltrans		SR 4 East Somersville to 160 Segment 3 (2,4)	$100,445	$67,813	$9,681	4/2012	0				X		●	●	●
14	4	SF	Caltrans		Doyle Drive Replacement Project (2)	$954,847	$200,000	$8,397	8/2011	0				X		●	●	○
15	4	SM	SanMateo Cnty Transit District	7491	Purchase Buses for Paratransit (2)	$215	$215	$49	10/2011	5%	X					●	●	●
16	4	SM	SanMateo Cnty Transit District	7492	Replacement Mini Vans (3)	$604	$604	$100	4/2012	5%	X					●	●	●
17	4	SM	SanMateo Cnty Transit District	7493	Bus Washer (3)	$676	$676	$150	4/2012	0		X				●	●	●
18	4	SM	Peninsula Cnty Jnt Pwrs Brd	7514	Positive Train Control (4)	$226,015	$203,700	$2,500	10/2011	0			X		X	●	●	◻
19	4	Son	Santa Rosa	7488	Hybrid Bus Acquisition (1)	$2,400	$2,400	$1,200	3/2010	99%	X					●	●	●
20	4	Son	Caltrans	7512	101 – Airport Over cross and I/C (4)	$45,808	$30,000	$1,866	8/2012	0				X		●	●	●
21	4	Son	Caltrans		101 – Petaluma River Bridge (4)	$123,133	$77,000	$1,865	7/2012	0				X		●	●	●
22	5	SB	Santa Maria	7510	Union Valley Parkway Arterial – Ph II (4)	$2,285	$2,285	$1,142	1/2012	0				X		●	●	●

Formula Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST	CONSTRUCTION % COMPLETE	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	DELIVERED BUT NOT ALLOCATED	NOT YET DELIVERED	LONP	SCOPE	BUDGET	SCHEDULE
23	5	SCR	Santa Cruz Metro Transit Dist		CNG Bus Purchase (4)	$5,820	$5,820	$427	12/2011	0				X		●	●	●
24	6	Mad	Chowchilla	7443	Measure T Street Improvement (1)	$2,735	$2,518	$258	6/2011	0				X		●	●	○
25	6	Mad	City of Madera	7442	Rehab, Resurface, Reconstruct & ADA (1)	$341	$321	$150	11/2010	98%	X					●	●	●
26	6	Mad	City of Madera	7444	Street 3R and ADA Improvements (2)	$444	$434	$137	6/2011	95%	X					●	●	●
27	6	Mad	City of Madera	7486	3R & ADA – South Gateway Drive (3)	$437	$417	$206	8/2012	0				X		●	●	●
28	6	Mad	City of Madera	7485	3R & ADA – D Street and Almond Ave (3)	$566	$546	$273	6/2012	0				X		●	●	●
29	6	Mad	Madera County	7406	Ave 12 Sidewalk Btwn Roads 36 & 37 (1)	$416	$405	$150	7/2010	100%	X					●	●	●
30	6	Mad	Madera Cnty Transp Comm	7445	Road 200 Reconstruction & Widening (2)	$2,383	$1,088	$371	5/2011	95%	X					●	●	●
31	6	Mad	City of Madera		3R & ADA Improvements (4)	$748	$698	$349	8/2012	0				X		●	●	●
32	6	Mad	Madera County		Road 200 Reconstruction Ph 2b (4)	$6,150	$6,150	$980	4/2012	0				X		●	●	●
33	6	Tul	Tulare County	7431	Road 80 Widening - Phase 1A (1)	$6,000	$6,000	$2,294	8/2010	92%	X					●	●	●
34	6	Tul	Tulare County	7429	Road 108 Widening (2)	$28,184	$28,184	$2,295	2/2011	18%	X					●	●	●
35	6	Tul	Dinuba	7511	Avenue 416 Widening -Rd 56 to Rd 80 (4)	$22,730	$22,730	$4,971	4/2012	0				X		●	●	●
36	7	LA	Caltrans		I-5 N. Carpool Lanes SR 118-170 (1)	$236,001	$136,075	$25,075	5/2010	32%	X					●	●	●
37	7	LA	Caltrans	7484	I-5 Carmenita Interchange (2)	$395,167	$171,930	$14,925	7/2011	1%	X					●	●	●
38	7	LA	LA County Metropolitan Transp Auth	7449	I-10 & I-110 Convert HOV to HOT Lanes (2)	$120,635	$98,288	$20,000	2/2011	1%	X					●	●	●
39	7	LA	LA County Metropolitan Transp Auth	7496	LA - San Fernando Valley Transit Ext (2,3)	$324,764	$287,102	$49,180	7/2009	30%	X					●	●	●
40	7	LA	LA County Metropolitan Transp Auth	7496	LA - San Fernando Valley Transit Ext (4)	$324,764	$287,102	$13,500	7/2009	0			X			●	●	□
41	7	LA	LA County Metropolitan Transp Auth	7494	CNG Bus Procurement (3)	$77,100	$77,100	$33,989	1/2012	0		X				●	●	●
42	7	LA	LA County Metropolitan Transp Auth	7494	CNG Bus Procurement (4)	$77,100	$77,100	$4,561	1/2012	0				X		●	●	●
43	7	LA	Southern CA Regional Rail Authority	7495	Positive Train Control (3,4)	$201,600	$182,757	$20,000	10/2010	25%	X					●	●	●

Formula Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP Cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST	CONSTRUCTION % COMPLETE	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	DELIVERED BUT NOT ALLOCATED	NOT YET DELIVERED	LONP	SCOPE	BUDGET	SCHEDULE
44	7	LA	Caltrans		I-5 HOV Empire Ave I/C (4)	$315,500	$226,620	$20,000	10/2012	0				X		●	●	●
45	10	SJ	City of Stockton	7448	Lower Sacramento Rd Grade Separation (2)	$34,400	$30,040	$5,100	10/2010	3%	X					●	●	●
46	11	SD	San Diego Assoc of Gov	7497	Blue Line Light Rail Vehicles (2)	$233,178	$233,178	$31,097	10/2009	38%	X					●	●	●
47	11	SD	San Diego Assoc of Gov	7513	Blue Line Crossovers and Signals (4)	$42,971	$40,278	$10,200	9/2011	0			X		X	●	●	□
48	11	SD	Caltrans		I-805 HOV Managed Lanes – North (4)	$174,924	$142,887	$2,000	7/2013	0				X		●	●	●
49	12	Ora	Orange Cnty Transp Auth	7408	Imperial Hwy and Assoc. Rd Smart St. (1)	$1,900	$1,900	$200	10/2010	100%	X					●	●	●
50	12	Ora	Orange County	7504	Cow Camp Rd (4)	$31,434	$29,434	$3,717	12/2012	0				X		●	●	●
51	12	Ora	City of Anaheim	7505	Brookhurst St Widening (4)	$8,961	$8,961	$3,393	7/2012	0				X		●	●	●
52	12	Ora	City of Santa Ana	7506	Bristol St Widening (4)	$9,600	$9,600	$3,120	6/2012	0				X		●	●	●
53	12	Ora	City of Costa Mesa	7507	Harbor Blvd & Adams Ave (4)	$4,779	$3,914	$1,482	10/2012	0				X		●	●	●
54	12	Ora	City of Mission Viejo	7508	La Paz Bridge & Road Widening (4)	$7,323	$5,548	$1,275	6/2012	0				X		●	●	●
55	12	Ora	City of Mission Viejo	7503	Oso Parkway Widening (4)	$5,816	$3,180	$1,204	1/2013	0				X		●	●	●
Totals								$440.3M			24	2	6	25	5			

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is changing due to pending PPR or Time Extension request. See Corrective Actions.
□ Project has been delivered and is awaiting allocation.
○ The agency will be removing the project from the program and reprogramming the funds to a future project. Project may have been started without an allocation.

SLPP Corrective Actions – Formula Projects

There are no Corrective Actions for Formula Projects this quarter.

SLPP Updates – Formula Projects

Project 4: Sacramento 50 - HOV
The project total cost was decreased from $160.925M to $128.536M. This was mainly due to a decrease in the construction cost from $133.125M to $100.736M. This project was previously noted as being 100% complete, but it is being changed to 95% complete to be consistent with the other funding sources.

Project 14: Doyle Drive Replacement
The Public Private Partnership agreement for this project was signed on January 3, 2011. The project has not yet been allocated. The San Francisco County Transportation Authority is proposing to remove this project and re-program the SLPP funds on a new project.

Project 15: Purchase Busses for Paratransit
This project was allocated in January 2011. The San Mateo County Transit District received a three month award extension at the August 2011 CTC meeting. The request was due to a shortage of staff and resources. Project has been awarded.

Project 16: Replacement Mini Vans
This project was allocated in January 2011. The San Mateo County Transit District received a nine month award extension at the August 2011 CTC meeting. The request was due to the delay of the contract award due to the agency's reliance on the State's contracts to purchase minivans. Project has been awarded.

Project 17: Bus Washer
This project was allocated in January 2011. The San Mateo County Transit District requested an award extension at the August 2011 CTC meeting because they are seeking more time to accept bids due to non-responsive bids during the bid process. The new construction start date is April 2012.

Project 24: Measure T Street Improvement
The City of Chowchilla will be removing this project from the program and re-programming the SLPP funds on a future project.

Project 26: 3R and ADA Improvements
The City of Madera reduced the amount of SLPP funds from $216,000 to $137,000 due to bid savings. The SLPP funds were re-programmed to another project. The project total cost was reduced from $444,000 to $294,000 with the construction costs reduced from $434,000 to $284,000.

Project 30: Road 200 Reconstruction and Widening
Madera County reduced the amount of SLPP funds for this project from $544,000 to $371,000 due to bid savings. The funds will be programmed onto another project. The project total cost was reduced from $2.383M to $2.037M with the construction cost being reduced from $1.088M to $742,000.

Competitive Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST	CONSTRUCTION % COMPLETE	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	DELIVERED BUT NOT ALLOCATED	NOT YET DELIVERED	LONP	SCOPE	BUDGET	SCHEDULE
56	3	ED	City of Placerville	7402	Point View Drive (1)	$3,180	$2,455	$750	4/2011	90%	X					●	●	●
57	3	ED	El Dorado County	7415	White Rock Rd. Widen & Signal (2)	$1,332	$1,000	$500	9/2010	64%	X					●	●	●
58	3	ED	El Dorado County	7413	Durock Rd / Business Dr. Intersection (2)	$2,279	$1,540	$710	8/2010	100%	X					●	●	●
59	3	ED	El Dorado County	7414	Silva Valley Parkway Widening (2)	$2,410	$1,986	$993	10/2010	86%	X					●	●	●
60	3	Pla	Placer County	7487	Tahoe City Transit (1)	$7,349	$5,808	$226	7/2010	70%	X					●	●	●
61	3	Sac	City of Elk Grove	7398	Waterman / Grant Line (1)	$4,288	$3,703	$1,000	7/2010	90%	X					●	●	●
62	3	Sac	City of Elk Grove	7397	Franklin/ Elk Grove (1)	$3,103	$1,064	$988	4/2010	100%	X					●	●	●
63	3	Yol	City of West Sacramento	7425	Tower Bridge Gateway - East Phase (2)	$6,488	$6,488	$1,000	10/2010	98%	X					●	●	●
64	5	SLO	San Luis Obispo County	7409	Willow Rd. Extension (1)	$4,929	$4,929	$1,000	6/2010	100%	X					●	●	●
65	5	SLO	San Luis Obispo County	7423	Willow Rd Extension - Phase II (2)	$17,932	$17,932	$1,000	3/2011	18%	X					●	●	●
66	5	SB	Santa Barbara County	7412	Union Valley Pkwy / Bradley Rd (2)	$1,278	$1,100	$550	6/2010	100%	X					●	●	●
67	5	SB	City of Goleta	7417	Fairview / Berkeley Traffic Signal (2)	$243	$223	$150	11/2010	100%	X					●	●	●
68	5	SB	City of Goleta	7478	Los Carneros / Calle Roundabout (3)	$843	$670	$335	12/2011	0			X			●	●	□
69	6	Fre	City of Clovis	7466	Bullard / Locan (3)	$861	$730	$315	8/2011	0			X			●	●	□
70	6	Fre	City of Clovis	7469	DeWolf Ave & Nees Ave to SR 168 (3)	$1,675	$760	$380	3/2012	0			X			●	●	□
71	6	Fre	City of Clovis	7468	Shaw Ave Improvements (3)	$569	$486	$243	3/2012	0			X			●	●	□
72	6	Kin	City of Hanford	7399	Greenfield Ave. Extension (1)	$735	$599	$250	8/2010	100%	X					●	●	●
73	6	Kin	City of Hanford	7400	12th Ave Widening (1)	$2,646	$2,353	$600	8/2010	100%	X					●	●	●
74	6	Kin	City of Hanford	7411	11th Ave Widening (2)	$1,154	$1,046	$500	6/2010	100%	X					●	●	●
75	6	Kin	City of Hanford	7470	12th Ave Widening / Reconstruction (3)	$3,140	$2,795	$750	4/2012	0				X		●	●	●
76	8	Riv	City of Indio	7418	Golf Center Parkway Rehab (2)	$3,400	$3,000	$433	2/2010	100%	X					●	●	●
77	8	Riv	City of Moreno Valley	7439	Cactus Ave Street Improvements (2)	$6,350	$5,500	$1,000	4/2012	0		X				●	●	●
78	8	Riv	City of Moreno Valley	7441	Eucalyptus Street Improvements (2)	$6,266	$5,405	$1,000	1/2011	90%	X					●	●	◆
79	8	Riv	City of Riverside	7426	Rte 91 Auxiliary Lane (2)	$3,100	$2,746	$1,000	3/2011	46%	X					●	●	●
80	8	Riv	Riverside County	7435	Magnolia Ave / Neece Street Signal (2)	$1,596	$620	$150	8/2011	0			X			●	●	□

Competitive Projects - Status and Detail: Scope Budget and Schedule

PROJECT NUMBER	DISTRICT	COUNTY/ Agency	AGENCY	PROJECT ID	PROJECT NAME/ (SLPP cycle)	TOTAL PROJECT COST X $1,000	TOTAL CONST COST X $1,000	TOTAL SLPP FUNDS X $1,000	APPROVED BEGIN CONST	CONSTRUCTION % COMPLETE	CONSTRUCTION AWARDED	ALLOCATED BUT NOT AWARDED	DELIVERED BUT NOT ALLOCATED	NOT YET DELIVERED	LONP	SCOPE	BUDGET	SCHEDULE
81	8	Riv	Riverside County	7480	I-15 / Indian Truck Trail IC (3)	$8,835	$6,300	$1,000	9/2011	1%	X		X		X	●	●	□
82	8	SBD	Town of Apple Valley	7473	Bear Valley and Deep Creek Roads (3)	$184	$184	$92	5/2011	30%	X		X		X	●	●	□
83	8	SBD	City of Fontana	7471	I-15 / Duncan Canyon IC (3)	$32,838	$25,500	$1,000	4/2012	0				X		●	●	●
84	8	SBD	City of Hesperia	7481	Ranchero Rd Grade Separation (3)	$28,428	$25,000	$1,000	9/2011	3%	X		X		X	●	●	□
85	8	SBD	City of Rancho Cucamonga	7475	I-15 at Baseline Road Interchange (3)	$43,100	$30,720	$1,000	4/2012	0				X		●	●	●
86	8	SBD	City of Upland	7479	Foothill Blvd (Route 66) (3)	$2,100	$2,100	$1,000	12/2011	0				X		●	●	●
87	10	Ama	Amador County	7404	Mission Blvd Gap (1)	$1,262	$845	$800	4/2010	100%	X					●	●	●
88	10	Ama	Amador County Transp Comm	7465	SR 104 / Prospect Drive Relocation (3)	$2,132	$1,771	$885	5/2012	0			X			●	●	□
89	10	Mer	City of Merced	7419	59/ Cooper Ave Signal (1)	$4,851	$2,300	$1,000	10/2011	5%	X					●	●	●
90	10	Mer	City of Merced	7410	Parsons Ave (1)	$2,520	$1,590	$1,000	11/2010	90%	X					●	●	●
91	10	Mer	City of Merced	7428	Yosemite Ave Reconstruction (2)	$2,100	$1,850	$1,000	10/2011	0		X				●	●	●
92	10	Mer	City of Merced	7482	Parsons Ave / Ada Givens Gap (3)	$1,750	$900	$400	10/2011	0			X			●	●	□
93	11	SD	San Diego County	7403	S. Santa Fe Ave (1)	$29,106	$21,387	$1,000	4/2010	63%	X					●	●	●
94	12	Ora	City of Anaheim	7476	Tustin Ave / La Palma Widening (3)	$6,200	$4,000	$1,000	10/2011	0			X			●	●	□
Totals								$28M			25	2	11	4	3			

● Project is on time, on budget, or within scope.
◆ Schedule, scope and/or budget is changing due to pending PPR or Time Extension request. See Corrective Actions.
□ Project has been delivered and is awaiting allocation.
○ The agency will be removing the project from the program. Project may have been started without an allocation.

SLPP Corrective Actions – Competitive Projects

Project 78: Eucalyptus Avenue
This project was allocated in January 2011; it was awarded April 23, 2010. Because the agency awarded the project prior to allocation, this project will be removed from the program.

SLPP Updates – Competitive Projects

Project 61: Waterman / Grant Line Rd
The project total cost was decreased from $4.288M to $3.47M. This was due to the construction cost being reduced from $3.703M to $2.885M.

Project 64: Willow Road Extension – Phase I
Project total cost was decreased from $4.929M to $4.904M. This was due to a decrease in the construction cost from $4.929M to $4.904M. Project is complete.

Project 66: Union Valley Parkway / Bradley Rd Intersection
The project total cost was reduced from $1.278M to $714,000. This was due to a reduction in construction costs from $1.1M to $536,000. The SLPP fund will be reduced also. The project is now complete

Project 69: Bullard / Locan Improvements
The project is delivered. Construction start date is changing from August 2011 to April 2012.

Project 70: DeWolf Avenues and Nees Avenue to SR 168
The project is delivered. Construction start date is changing from March 2012 to April 2012.

Project 71: Shaw Avenue Improvements
The project is delivered. Construction start date is changing from March 2012 to April 2012.

Project 81: I-15 / Indian Truck Trail Interchange
Project total cost was increased from $8.835M to $9.132M due to an increase in the construction cost from $6.3M to $6.551M and some minor cost changes in other phases.

Project 86: Foothill Blvd
An allocation extension was approved at the August 2011 CTC meeting. The construction start date has been changed to April 2012.

Project 89: 59 / Cooper Avenue Signal
This project was allocated in January 2011. The City of Merced requested an award extension at the August 2011 CTC meeting due to the amount of time that was required to obtain an encroachment permit. Construction start is now October 2011.

Project 91: Yosemite Avenue Reconstruction
This project was allocated in January 2011. The City of Merced received an award extension at the August 2011 CTC meeting because the City didn't have enough time to advertise and award the project after they were notified of the allocation. Project start date is October 2011.

Project 94: Tustin Ave and La Palma Widening
The project is delivered. Construction start date is changing from October 2011 to May 2012.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2011-12 First Quarter Traffic Light Synchronization Program Project Delivery Report

Quarterly Report to the California Transportation Commission

TRAFFIC LIGHT SYNCHRONIZATION PROGRAM
PROGRESS REPORT

BACKGROUND:

Proposition 1B was passed by California voters on November 7, 2006, and created the Traffic Light Synchronization Program (TLSP). Proposition 1B provides $250 million, upon appropriation by the Legislature, for TLSP projects approved by the California Transportation Commission (CTC). The Department of Transportation (Department) is required to provide a quarterly report to the Commission on the status of progress by the local agencies on completing TLSP work funded by the Proposition 1B bond funds.

The guidelines for the TLSP were adopted on February 13, 2008. The Commission has approved 22 traffic light synchronization projects totaling $147,000,000 for the City of Los Angeles and 62 additional traffic light synchronization projects totaling $98,000,000 for agencies other than the City of Los Angeles.

Program Summary:

At the close of the First Quarter of FY 2011-12:

The Commission has allocated $77,650,500 to the City of Los Angeles for 10 projects and $79,344,000 to agencies other than the City of Los Angeles for 48 projects. Of the 58 projects allocated totaling $156,994,500, construction on thirty five projects, totaling $23,034,000, has been completed.

At the end of the First Quarter, the following projects have been completed:

- City of Citrus Heights – TLSP Phase III Antelope Road
- City of Corona – TLSP ATMS Phase II
- City of San Marcos – San Marcos Boulevard Smart Corridor
- San Diego Association of Governments – I-15 Corridor

Project Status – City of Los Angeles

Dist	Co	Agency	Proj ID	Project Name	TLSP Prog Cost	TOTAL CONST COST	BEGIN PS&E DATE	END PS&E DATE	BEGIN CONST	End Construct Date	CONST PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	Comments
7	LA	Los Angeles	6760	ATCS - Central Business District	$748,000	$9,215,000	Apr-12	Jan-13	Apr-13	May-16	0	●	●	●	
7	LA	Los Angeles	6761	ATCS - Central City East	$0	$4,885,000	Jul-12	Apr-13	Jul-13	Aug-16	0	●	●	●	
7	LA	Los Angeles	6762	ATCS - Echo Park / Silver Lake	$3,215,000	$3,480,000	Jun-08	Dec-08	Jul-09	Aug-12	99	●	●	●	
7	LA	Los Angeles	6826	ATCS - Echo Park / Silver Lake Phase 2	$4,076,500	$4,361,900	Feb-12	Jul-12	Oct-12	Nov-15	0	●	●	●	
7	LA	Los Angeles	6763	ATCS - Los Angeles	$11,528,500	$15,344,800	Aug-10	Jul-11	Oct-11	May-15	0	●	●	●	
7	LA	Los Angeles	6764	ATCS - Santa Monica Fwy Corridor Phase 1	$6,515,500	$7,507,800	Aug-11	May-12	Aug-12	Sep-15	0	●	●	●	
7	LA	Los Angeles	6765	ATCS - Santa Monica Fwy Corridor Phase 2	$6,515,500	$7,507,800	Jun-11	Feb-12	May-12	Jun-15	0	●	●	●	
7	LA	Los Angeles	6766	ATCS - West Adams	$4,250,800	$4,870,120	May-12	Oct-12	Jan-13	Feb-16	0	●	●	●	
7	LA	Los Angeles	6767	ATCS - Westwood / West Los Angeles	$3,484,200	$4,009,200	Jun-11	Oct-11	Jan-12	Feb-15	0	●	●	●	
7	LA	Los Angeles	6768	ATCS - Wilshire East	$4,877,900	$5,597,300	Oct-11	Apr-12	Jul-12	Aug-15	0	●	●	●	
7	LA	Los Angeles	6769	ATSAC - Canoga Park	10,316,400	$11,031,100	Jan-09	Aug-10	Jul-11	Apr-14	30	●	●	●	
7	LA	Los Angeles	6770	ATSAC - Canoga Park Phase 2	$9,228,900	$9,943,600	Oct-09	Jan-11	Jun-11	Jul-14	30	●	●	●	
7	LA	Los Angeles	6771	ATSAC – Foothill	$8,802,900	$9,425,400	Jun-10	Apr-11	Jul-11	Jul-14	0	●	●	□	
7	LA	Los Angeles	6772	ATSAC - Harbor - Gateway 2	$7,899,000	$8,341,000	Aug-08	Jun-10	Mar-11	Apr-14	45	●	●	●	
7	LA	Los Angeles	6773	ATSAC - Pacific Palisades / Canyons	$6,922,200	$7,548,300	Dec-08	Aug-10	Jul-11	Jul-14	10	●	●	●	
7	LA	Los Angeles	6774	ATSAC - Platt Ranch	$4,358,600	$6,817,000	Jun-08	Dec-08	Dec-09	Jan-13	99	●	●	●	
7	LA	Los Angeles	6775	ATSAC - Reseda	$8,506,300	$11,026,000	Dec-07	Oct-08	Jan-09	Feb-12	99	●	●	●	
7	LA	Los Angeles	6776	ATSAC - Reseda Phase 2	$7,221,000	$7,898,000	Jul-08	Jun-09	Jul-10	Aug-13	99	●	●	●	
7	LA	Los Angeles	6777	ATSAC - San Pedro	$8,911,000	$10,505,000	Jun-08	Nov-09	Sep-09	Oct-12	99	●	●	●	
7	LA	Los Angeles	6778	ATSAC – Wilmington	$11,073,000	$12,319,700	Dec-08	Dec-10	Jul-11	Apr-14	25	●	●	●	
7	LA	Los Angeles	6779	ATSAC - Coliseum / Florence	$8,107,000	$9,007,500	Mar-10	Apr-11	Jul-11	Jul-14	0	●	●	□	
7	LA	Los Angeles	6780	ATSAC - Coliseum / Florence Phase 2	$10,441,800	$11,342,300	Mar-10	Apr-11	Jul-11	Jul-14	0	●	●	□	

● Project is on time, on budget, or within scope.
● Schedule changing, pending baseline amendment.
● Project is behind schedule
□ Project has been delivered and is awaiting allocation.

Project Status – Other Agencies

Dist	Co	Agency	Proj ID	Project Name	TLSP Prog Cost	TOTAL CONST COST	Begin PS&E Date	End PS&E Date	BEGIN CONST Date	End Construct Date	CONST PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	Comments
3	Pla	Roseville	6794	East ITS Coordination	$1,165,000	$1,294,000	Jul-08	Jul-08	Jun-09	Dec-09	100	●	●	●	
3	Sac	Citrus Heights	6745	TLSP Phase II Greenback Lane	$180,000	$238,000	Feb-07	May-08	Jul-08	Nov-08	100	●	●	●	
3	Sac	Citrus Heights	6746	TLSP Phase III Antelope Road	$102,000	$124,000	Nov-09	Nov-09	Sep-10	Apr-11	100	●	●	●	
3	Sac	Rancho Cordova	6792	Folsom Boulevard	$180,000	$460,000	Sep-08	Jan-09	Sep-09	Dec-09	100	●	●	●	
3	Sac	Sacramento	6795	TLSP	$2,862,000	$4,072,000	Aug-08	Feb-09	Jun-10	May-11	100	●	●	●	
3	Sac	Sacramento County	6796	Florin Road	$401,000	$552,000	Sep-08	May-09	Jun-09	Apr-10	100	●	●	●	
3	Sac	Sacramento County	6797	Madison Avenue	$142,000	$652,000	Oct-07	Aug-08	Sep-08	Feb-09	100	●	●	●	
4	Ala	Alameda CMA*	6744	San Pablo Corridor	$21,400,000	$28,300,000	Oct-08	Jan-10	Jan-11	Oct-13	2	●	●	●	
4	Ala	Alameda County	6743	Redwood Road	$124,000	$159,000	Sep-08	Oct-08	Mar-10	Sep-10	100	●	●	●	
4	Ala	San Leandro	6802	ATMS Expansion	$350,000	$558,000	Nov-08	Jun-09	Jul-09	Jun-11	100	●	●	●	
4	CC	San Ramon	6806	Bollinger Canyon	$475,000	$739,000	May-09	Jul-09	Sep-09	Mar-10	100	●	●	●	
4	CC	San Ramon	6807	Crow Canyon	$310,000	$435,000	May-09	Jul-09	Sep-09	Mar-10	100	●	●	●	
4	CC	Walnut Creek	6824	Ygnacio Valley Road Corridor	$1,489,000	$2,139,000	Aug-08	Jan-09	Jun-09	Nov-10	100	●	●	●	
4	Mrn	Marin County	6781	Sir Francis Drake Boulevard	$208,000	$260,000	Dec-08	Apr-09	May-09	Dec-09	100	●	●	●	
4	SCl	San Jose*	6801	TLSP	$15,000,000	$20,000,000	Sep-08	Feb-10	Jan-09	Feb-12	66	●	●	●	
4	SCl	Santa Clara County	6814	County Expressway TDCS for TLSP	$900,000	$1,030,000	Jul-08	Mar-10	Oct-10	Nov-11	70	●	●	●	
4	SF	SFMTA	6800	Franklin, Gough & Polk Streets	$5,110,000	$12,020,000	Jul-09	Dec-09	Jan-10	Jun-12	30	●	●	●	
4	SM	San Mateo C/CAG*	6805	SMART Corridor Projects	$10,000,000	$20,365,000	Oct-08	Dec-09	Dec-09	Nov-11	14	●	●	●	
4	Son	Santa Rosa	6816	Steele Lane / Guerneville	$1,100,000	$1,600,000	Jun-08	Aug-08	Aug-08	Sep-09	100	●	●	●	
5	SCr	Watsonville	6825	Signal Corridor Upgrade	$120,000	$180,000	Mar-09	Apr-10	Jun-10	Nov-11	85	●	●	●	
6	Fre	Fresno	6751	Clovis Avenue	$2,100,000	$3,271,000	Jul-08	Oct-09	Feb-11	Oct-11	76	●	●	●	
6	Fre	Fresno	6752	Shaw Avenue	$2,100,000	$3,166,000	Jul-08	Feb-11	Oct-11	Jun-12	0	●	●	□	
6	Kin	Hanford	6757	12th Avenue	$90,000	$205,000	Jan-09	Nov-09	Dec-09	Feb-10	100	●	●	●	
7	LA	Compton	6747	Rosecrans Avenue	$1,050,000	$1,452,000	Apr-07	Apr-08	Feb-11	Mar-12	0	●	●	●	See pg 5
7	LA	Culver City	6749	Citywide TLSP	$440,000	$550,000	Apr-09	Sep-09	Apr-10	May-11	100	●	●	●	
7	LA	Glendale	6754	Brand Boulevard	$850,000	$1,301,000	Feb-10	Jun-11	Sep-11	Mar-12	0	●	●	●	
7	LA	Glendale	6755	Colorado Street/ San Fernando Road	$523,000	$820,000	Feb-10	Jun-11	Sep-11	Mar-12	0	●	●	●	
7	LA	Glendale	6756	Glendale Avenue/ Verdugo Road	$1,658,000	$2,531,000	Feb-10	Jun-11	Sep-11	Mar-12	0	●	●	●	
7	LA	Inglewood	6758	La Brea Avenue	$426,000	$606,000	Nov-07	Jul-08	Feb-11	Nov-11	0	●	●	●	
7	LA	Long Beach	6759	Long Beach Area TLSP	$3,000,000	$9,300,000	Sep-07	Aug-08	Jan-10	Jan-11	0				Project removed
7	LA	Pasadena	6784	California Boulevard	$68,000	$76,000	Aug-09	Apr-11	Aug-11	Apr12	0	●	●	●	See pg 5
7	LA	Pasadena	6785	Del Mar Boulevard	$138,000	$172,000	Aug-09	Apr-11	Aug-11	Apr12	0	●	●	●	See pg 5
7	LA	Pasadena	6786	Fair Oaks Avenue	$70,000	$87,000	Aug-09	Oct-09	Dec-09	Jan-11	0				Project removed
7	LA	Pasadena	6787	Hill Avenue	$66,000	$83,000	Aug-09	Apr-11	Aug-11	Apr12	0	●	●	●	See pg 5
7	LA	Pasadena	6788	Los Robles Avenue	$107,000	$134,000	Aug-09	Apr-11	Aug-11	Apr12	0	●	●	●	See pg 5
7	LA	Pasadena	6789	Orange Grove Boulevard	$188,000	$235,000	Aug-09	Apr-11	Aug-11	Apr12	0	●	●	●	See pg 5
7	LA	Pasadena	6790	San Gabriel Boulevard	$42,000	$52,000	Aug-09	Oct-09	Dec-09	Jan-11	0				Project removed
7	LA	Pasadena	6791	Sierra Madre Boulevard	$110,000	$138,000	Aug-09	Apr-11	Oct-11	Aug-12	0	●	●	●	See pg 5
7	LA	Santa Clarita	6815	Advanced System Detection Expansion	$500,000	$650,000	Jul-08	Dec-08	Oct-09	Jan-10	100	●	●	●	
8	Riv	Murrieta	6782	Murrieta Hot Springs Road	$478,000	$670,000	Jul-08	Apr-09	Aug-09	Dec-10	100	●	●	●	

Dist	Co	Agency	Proj ID	Project Name	TLSP Prog Cost	TOTAL CONST COST	Begin PS&E Date	End PS&E Date	BEGIN CONST Date	End Construct Date	CONST PERCENT COMPLETE	SCOPE	BUDGET	SCHEDULE	Comments
8	Riv	Corona	6748	TLSP ATMS Phase II	$4,488,000	$5,511,000	Sep-08	Dec-08	Jun-09	Sep-11	100	●	●	●	
8	Riv	Temecula	6819	Citywide Traffic Signal Synchronization	$515,000	$618,000	Mar-09	Jun-09	Sep-10	Mar-11	100	●	●	●	
8	SBd	SANBAG	6808	TLSP Tier 3 & 4	$2,000,000	$7,610,000	Oct-09	Apr-10	Dec-10	Jun-12	88	●	●	●	
8	SBd	Rancho Cucamonga	6793	Foothill Boulevard	$225,000	$975,000	Dec-07	Aug-08	Mar-09	Dec-09	100	●	●	●	
10	SJ	Tracy	6820	Grant Line Road	$300,000	$400,000	Oct-08	Mar-09	Jan-10	Oct-10	100	●	●	●	
10	SJ	Tracy	6821	Tracy Boulevard	$150,000	$200,000	Oct-08	Mar-09	Jan-10	Oct-10	100	●	●	●	
11	SD	El Cajon	6750	Main Street	$120,000	$120,000	Sep-08	Dec-08	Nov-09	Feb-10	100	●	●	●	
11	SD	San Diego County	6798	Bonita Road, Sweetwater Road, Briarwood Road	$718,000	$1,498,000	May-08	Sep-08	Sep-09	Oct-10	100	●	●	●	
11	SD	San Diego County	6799	South Mission Road	$78,000	$115,000	May-08	Sep-08	Sep-09	Oct-10	100	●	●	●	
11	SD	San Marcos	6803	Rancho Santa Fe Road	$266,000	$361,000	Nov-08	Nov-09	Apr-10	Aug-10	100	●	●	●	
11	SD	San Marcos	6804	San Marcos Boulevard Smart Corridor	$549,000	$686,000	Jun-08	Nov-08	Dec-08	Jun-11	100	●	●	●	
11	SD	SANDAG	6809	At-grade Crossing Traffic Synchronization	$820,000	$1,100,000	Jul-04	Jun-08	Oct-08	Dec-11	45	●	●	●	
11	SD	SANDAG	6810	East-West Metro Corridor	$1,267,000	$1,417,000	Nov-02	Nov-03	Jun-10	Jun-11	100	●	●	●	
11	SD	SANDAG	6811	I-15 Corridor	$2,162,000	$2,412,000	Nov-02	Nov-03	Jun-10	Jun-11	100	●	●	●	
11	SD	SANDAG	6812	I-805 Corridor	$640,000	$790,000	Nov-02	Nov-03	Oct-08	Aug-09	100	●	●	●	
11	SD	SANDAG	6813	Transit Signal Priority	$951,000	$2,947,000	Sep-07	Jun-08	Nov-08	Dec-11	27	●	●	●	
11	SD	Santee	6817	Magnolia Avenue	$116,000	$165,000	Oct-09	Dec-09	Mar-10	May-10	100	●	●	●	
11	SD	Santee	6818	Mission Gorge Road	$416,000	$563,000	Oct-09	Dec-09	Feb-10	May-10	100	●	●	●	
11	SD	Vista	6822	North Santa Fe Avenue	$161,000	$218,000	Jul-08	Aug-08	Oct-08	Jan-09	100	●	●	●	
11	SD	Vista	6823	South Melrose Drive	$267,000	$336,000	Jul-08	Aug-08	Oct-08	Jan-09	100	●	●	●	
12	Ora	Garden Grove	6753	TMC Upgrade	$1,859,000	$4,758,000	Aug-08	Sep-08	Jun-10	Nov-11	80	●	●	●	
12	Ora	OCTA*	6783	Countywide TLSP	$4,000,000	$8,000,000	Dec-08	Jan-09	Jul-10	Jul-11	75	●	●	●	See pg 5

TLSP Prog Total	$245,000,000

** Note: Projects for the Orange County Transportation Authority (OCTA), the City of San Jose, the City/County Association of Governments of San Mateo County (San Mateo C/CAG), and Alameda County Congestion Management Agency (CMA) fall under several categories, as the projects have been phased or segmented.*

- ● Project is on time, on budget, or within scope.
- ● Schedule changing, pending baseline amendment.
- ● Project is behind schedule
- ☐ Project has been delivered and is awaiting allocation.

TLSP Corrective Actions

Corrective Actions

City of Compton – Rosecrans Avenue (Project ID 6747)
The City of Compton has not reported the construction progress to the Department. The Department has contacted the agency multiple times and has been unsuccessful in receiving information on the status of the project. The agency received allocation in April 2010, when we last spoke to the agency they said they were close to awarding the project.

City of Pasadena – A total of six projects (Project ID 6784, 6785, 6787- 6789, 6791)
The City of Pasadena is behind on the construction start date. The city has completed design work for the six projects. The city is working with District 7 on submitting allocation requests. Once the allocation requests are approved, the city plans on submitting baseline agreements to adjust the project schedules.

Orange county Transportation Authority – Countywide TLSP (Project ID 6783)
The project is under construction. Due to delay in Prop 1B funding availability, the project schedule has been modified. The project is a three phase project and allocation for Phase II and Phase III was delayed. The agency requested allocation in May 2009 and received only partial allocation, the remainder of the allocation was awarded in January 2011. The agency plans to submit a baseline agreement amendment to adjust the construction schedule.

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2011-12
First Quarter Report
Highway Railroad Crossing Safety Account

Quarterly Report to the

California Transportation Commission

Highway Railroad Crossing Safety Account
Progress Report

SUMMARY:

This report for the Highway Railroad Crossing Safety Account (HRCSA) is for the First quarter of the 2011-12 fiscal year. This report includes the status of the HRCSA 2008 program as well as the HRCSA 2010 program.

- HRCSA 2008 – In 2008, 23 projects were competitively selected and programmed in two parts. Of these, 16 projects have been delivered. One project (6th Street) was split into two projects (Bridgework and Roadwork). The Bridgework project was approved for the 2008 HRCSA cycle and the Roadwork project was programmed in the 2010 HRCSA cycle. Marina Bay project was dropped at the agency's request. The remaining 2008 HRCSA projects - Nogales St., Warren Ave., Bardsley Ave., North Spring St., Kato Rd. and Broadway-Brazil St. - were eligible and reprogrammed in the 2010 HRCSA cycle.

  HRCSA 2008 – 16 projects have been programmed and delivered.

- HRCSA 2010 – As of September 30, 2010, 10 projects have been competitively selected and programmed in two parts. Baseline agreements have been completed for all 2010 HRCSA projects. Two projects have been allocated.

STATUS of the 2008 program:

A total of $149,277,000 with 16 projects was allocated for the 2008 HRCSA program.

- Part 1 $84,422,000 allocated with 8 projects.
- Part 2 $64,855,000 allocated with 8 projects.

STATUS of the 2010 program:

A total of $73,562,000 with 9 projects are programmed for the HRCSA 2010 program. All 2010 HRCSA Baseline Agreements approved

- Part 1 $47,357,000 programmed with four projects (no allocations)
- Part 2 $26,215,000 programmed with five projects (two allocations)

Allocations approved

- Dana Point & San Clemente Crossing Allocated (January 2011)
- Kato Road (June 2011)

BACKGROUND:

Proposition 1B was passed by California voters on November 7, 2006. Proposition 1B authorized $250 million for HRCSA in two parts, $150 million for projects on the Public Utilities Commission (PUC) priority list and $100 million for high-priority railroad crossing improvements, including grade separation projects. The Guidelines for HRCSA were adopted on March 12, 2008. On August 28, 2008, the Commission programmed the 23 HRCSA projects totaling $243,769,000. Based on recent amendments, the 2008 program level is 16 projects totaling $149,277,000.

On September 23, 2010, 10 projects for a total of $74,172,000 were programmed for the HRCSA 2010 program.

August 2011 one project was dropped at the agency's request. A total of 9 projects remain in the 2010 program for a cost of 73,572,000.

2008 HRCSA *(numbers in thousands)*

ID	DST	CNTY	Applicant	Project Name	Total Project	HRCSA Prgmd	Beg Const	End Const	HRCSA Expnd	Const Cmplt	Scope	Budget	Schedule
PART 1													
8	6	KER	County of Kern	BNSF Grade Sept 7th Standard Rd/Santa Fe Wy	28,853	9,926	Sep-09	Jul-11	$ 3,218	99%	●	●	●
44	4	SM	PCJPB	San Mateo Bridges Grade Separation (GS)	13,440	1,445		Sep-11	$ 83	65%	●	●	●
11	7	LA	City of Los Angeles	*Riverside Drive GS Replacement	57,725	5,000		Jun-14	0	1.5%	▲	▲	●
39	4	SF	PCJPB	Jerrold Ave & Quint St Bridges GS	19,630	4,674	Jun-10	Sep-11	$ 834	65%	●	●	●
18	10	MER	City of Merced	G Street Undercrossing	18,000	9,000	Mar-10	Dec-11	$ 3,171	80%	●	●	●
9	6	KER	County of Kern	Hageman Rd/BNSF Railroad	35,300	17,650		Jul-12	$ 3,352	26%	●	●	●
45	4	SM	PCJPB	San Bruno GS	147,000	26,727	Jun-10	Oct-12	$ 4,541	35%	●	●	●
43	10	SJ	City of Stockton	Lower Sacramento	34,000	10,000		Nov-12	$ 350	25%	●	●	●
				Total Part 1	**353,948**	**84,422**							
PART 2													
33	11	SD	City of San Diego	Park Blvd. at Harbor Dr./Pedestrian Bridge	27,000	6,000			$ 6,000	100%	●	●	●
29	3	SAC	City of Sacramento	6th St Overcrossing - Bridge	11,974	5,987			$ 5,987	100%	●	●	●
48	6	TUL	City of Tulare	Cartmill Avenue GS	26,808	11,293		May-12	$ 5,967	40%	●	●	●
46	6	TUL	County of Tulare	Betty Drive GS	28,075	12,175		Sep-11	*	25%	●	▲	▲
40	10	SJ	Port of Stockton	Port of Stockton Expressway	11,500	4,400		Jun-12	$ 326	23%	●	●	●
41	10	SJ	City of Stockton	Eight Mile Road/UPRR (East) GS	31,000	8,500		Nov-12	$ 1,550	40%	●	●	●
42	10	SJ	City of Stockton	Eight Mile Road/UPRR (West) GS	25,000	8,500		Nov-12	$ 1,220	37%	●	●	●
20	12	ORA	OCTA	***Sand Canyon GS	54,604	8,000		Jan-14	0	15%	●	▲	●
				Total Part 2	**215,961**	**64,855**							

Invoices received and paid thru Oct, 2011
*Riverside Baseline Amendment to update scope and costs for utility relocation with city funds was approved October 2011 CTC meeting
**Betty Drive Amendment to change and reduce funding – construction bids came in much lower than expected
***Sand Canyon Amendment to update funding for reduced construction costs and changes in funding type.

2010 HRCSA *(numbers in thousands)*

DST	CNTY	Applicant	Project Name	Total Project	HRCSA Prgmd	Beg Const	End Const	HRCSA Expnd	Const Cmplt	Scope	Budget	Schedule
PART 1												
6	TUL	City of Tulare	Bardsley Avenue Grade Separation	17,374	7,156	4/12	8/12			●	●	●
7	LA	ACE	Nogales Street Grade Separation	85,430	25,600	2/12	4/16			●	●	●
4	ALA	City of Fremont	Warren Avenue Grade Separation	57,168	9,600	11/11	11/14			●	●	●
7	LA	City of Los Angeles	*North Spring Street Grade Separation	48,766	5,001	6/12	12/14			●	●	▲
			Total Recommended for Programming	**207,738**	**47,357**							
PART 2												
3	SAC	City of Sacramento	**6th Street Overcrossing - Roadwork	15,730	7,865	11/12	12/13			●	●	▲
4	ALA	City of Fremont	***Kato Road Grade Separation	52,265	10,000	8/11	2/13			●	●	▲
7	LA	SCRRA	Broadway-Brazil Street Grade Crossing	9,100	4,000	2/12	8/12			●	●	●
12	ORA	OCTA	Dana Point & San Clemente Crossings	4,200	2,100		9/11		50%	●	●	●
12	ORA	OCTA	****San Clemente Beach Trail Crossings	4,500	2,250	2/12	6/12			●	●	▲
~~12~~	~~ORA~~	~~OCTA~~	~~North Beach Crossing~~									
			Total Recommended for Programming	**85,795**	**26,215**							

● Project is on-time, on-budget, and/or within scope
■ Allocation request is late or construction start date has been delayed
▲ Schedule, scope or cost is changing, pending review and acceptance
□ Project has been delivered and is awaiting allocation

*North Spring Street Additional time needed to secure C&M agreements
**6th Street needs additional time to start construction with new owner of Rail yard
***Kato Road amend baseline to update the schedule - additional time needed for the C& M Agreement
***San Clemente Beach approved baseline amendment to change the schedule - additional sound study needed.

DRAFT

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2011-2012
First Quarter Report

Proposition 1B
Intercity Rail
Improvement Program

Quarterly Report to the

California Transportation Commission

Intercity Rail Improvement Program
Progress Report

SUMMARY:

This report is for the first quarter of Fiscal Year (FY) 2011-2012 for the Proposition 1B Intercity Rail Improvement (IRI) Program. Higher-priority projects have been funded first and are moving toward completion. Of fourteen projects, three projects have been partially allocated and six have been fully allocated, while five projects remain without allocations. Roughly twenty five percent (25%) of the total bond funding for the IRI program is allocated.

CURRENT STATUS:

Procure New Rail Cars – A total of $168 million in funding has been obligated to the State by the Federal Railroad Administration (FRA) from the Federal High Speed Inter City Passenger Rail (HSIPR) program. The source of funding includes $100 million from the Federal Appropriation Act of 2010 and $68 million in Federal American Recovery and Reinvestment Act (ARRA) of 2009. Funds were obligated in July 2011. Proposition 1B funding is not yet available for this project. Work will start when bond funds become available. Technical specification development is complete.

Commerce-Fullerton Triple Track – Construction is continuing on schedule.

New Station Tracks at Los Angeles Union Station – Excavation for the north and south ramps to the passenger tunnel has been completed. Construction is approximately 27% complete and is on schedule.

San Onofre to Pulgas Double Track Project – Phase 1 – Environmental and archaeological surveys have been completed. Following CTC allocation for the design phase, a task order amendment was issued to the Consultant team instructing them to focus on permitting Phase1 of the Project. Then work started on revising the permit application materials and environmental reports in order to submit them next quarter to the regulatory agencies for phase 1.

Sacramento Maintenance Facility – Prop 1B funding is not yet available for this project. Work will commence when bond funds become available. Site still undetermined.

Oakley to Port Chicago – Allocation requested in August 2011. Work will begin once bond funds become available. Project placed on “Delivered But Not Yet Allocated” list.

Coast Daylight Track and Signal – Construction is scheduled to begin December 2014.

Mid-Route Layover Facility - Construction is forecast to start in June 2013 with completion in June 2014. Location for project is still under consideration.

Kings Park Track and Signal - Construction activities continued on the Kings Park Track and Signal project. The Construction phase is approximately 97% complete.

Santa Margarita Bridge and Double Track - Construction of the Santa Margarita Bridge and Double Track is continuing. The Construction phase is approximately 55% complete. Project has experienced 87 working days of delay due to inclement weather. An additional 204 working days have been added to the contract due to changes requested by SANDAG.

Emeryville Station and Track Improvements – Final completion date of the project and the final invoice is pending from Capitol Corridor Joint Powers Authority (CCJPA). A project close out will be completed after the invoice is paid.

Bahia-Benicia Crossover - Bahia portion is done. The Track Improvements are on schedule to be completed February 2013.

SCRRA Sealed Corridor –The bid package for the construction work has been awarded, with an approved amendment adding "ether and microwave" instead of just "fiber". Construction is scheduled to begin November 2011.

Wireless Network for Northern California IPR Fleet – The initial wireless network is being tested and installed in Southern California with Amtrak funds. Following successful deployment in Southern California the Northern California wireless network installation will begin. Completion is estimated for December 2011.

BACKGROUND:

Proposition 1B was passed by California voters on November 7, 2006. The Guidelines for the IRI were adopted on December 13, 2007, and provide $400 million, upon appropriation by the Legislature, to the Department for intercity passenger rail improvement projects. A minimum of $125 million is designated for procurement of additional intercity passenger railcars and locomotives.

This $400 million program is part of the $4 billion Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). This Account is to be used to fund public transportation projects. Pursuant to paragraph (2) of subdivision (c) of section 8879.50 of the Government Code, the Department is the administrative agency for PTMISEA.

At its December 2007 meeting, the Commission approved the guidelines for intercity passenger rail projects in the PTMISEA. At its February 2008 meeting, the Commission approved the list of Proposition 1B intercity rail projects to be funded in the IRI. The original list of projects was amended by the Commission in August 2008, November 2010, January 2011, March 2011, and June 2011.

Attachment

California Department of Transportation
Proposition 1B
Intercity Rail Improvement (IRI)

IRI Quarterly Delivery Report
First Quarter FY 2011-2012
2011 - September 2011

Corridor	Project Name	END PA&ED	END PS&E	END R/W	Project Schedule (1) Current Phase	Project Schedule (1) % of Phase Completed	Total Intercity Rail Prop 1B (2) Funding Request	Total Intercity Rail Prop 1B (2) Funding Allocated	Proposed Allocation Date	Actual Allocation Date	Contract Award Date	Scope	Budget	Schedule	Notes
Capitol Corridor, Pacific Surfliner, San Joaquin	Procure New Rail Cars			NA	CON	0%	$ 150,000,000		Dec-11			●	●	●	(3)
Pacific Surfliner, Metrolink	Commerce/Fullerton Triple Track				CON	95%	$ 70,000,000	$ 32,000,000	Aug-08	Aug-08	Feb-09	●	●	●	(4)
Pacific Surfliner, Metrolink	New Station Track at LA Union Station				CON	27%	$ 35,100,000	$ 21,800,000	Apr-08	Apr-08	Jul-09	●	●	●	(5)
Pacific Surfliner	San Onofre to Pulgas Double Track Project Phase 1	May-11	Dec-12	N/A	PA&ED PS&E	100% 50%	$ 30,000,000	$ 3,146,000	Dec-09	Jan-10	May-10	●	●	●	(5),(6)
Capitol Corridor, San Joaquin	Sacramento Maintenance Facility	Dec-11	Sep-14	Dec-13	PA&ED	30%	$ 4,550,000		Dec-12			●	●	●	
San Joaquin	Oakley to Port Chicago				CON	0%	$ 25,450,000		Aug-11			●	●	▭	
Pacific Surfliner, Coast Daylight	Coast Daylight Track and Signal	Jan-15	Jul-15	Dec-19	PA&ED	0%	$ 25,000,000		Jun-12			●	●	●	(5)
San Joaquin	Mid-Route Layover Facility (Formerly Fresno Layover Facility)	Jun-11	Apr-12	Dec-12	PA&ED	0%	$ 14,601,000		Jun-13			●	●	●	
San Joaquin	Kings Park Track and Signal Improvements				CON	97%	$ 3,500,000	$ 3,500,000	Aug-08	Aug-08	Oct-08	●	●	●	
Pacific Surfliner	Santa Margarita Bridge and Double Track				CON	55%	$ 16,206,000	$ 16,206,000	Apr-08	Apr-08	Aug-08	●	●	●	
Capitol Corridor, San Joaquin	Emeryville Station and Track Improvements				CON	100%	$ 6,250,000	$ 6,250,000	May-08	May-08	Sep-08	●	●	●	
Capitol Corridor	Bahia Benicia Crossover				CON	30%	$ 4,750,000	$ 4,750,000	Apr-08	Apr-08	Sep-08	●	●	●	(7)
Metrolink	SCRRA Sealed Corridor				CON	0%	$ 3,000,000	$ 3,000,000	Apr-08	Apr-08	Aug-08	●	●	●	
Capitol Corridor, San Joaquin	Wireless Network for Northern California IPR Fleet				CON	10%	$ 3,750,000	$ 3,750,000	Jan-11	Jan-11	Apr-11	●	●	●	
San Joaquin	~~Merced Crossover~~	**DELETED FROM PROGRAM**					~~$ 5,000,000~~					N/A	N/A	N/A	(8)

Explanation of Notes

(1) Measure of progress based on current phase for entire project regardless of funding type
(2) Total amounts programmed and/or allocated from Prop 1B bond funds authorized for Intercity Rail Improvement purposes
(3) 1B funding on hold effective outcome of ARRA grant funding request
(4) 1B funds partially allocated, with additional 1B funding on hold pending outcome of ARRA grant funding request
(5) 1B funds for Design & Construction
(6) PA&ED and PS&E phases are proceeding concurrently
(7) Revised Allocation amount that reflects cost savings, some of which were redirected to work on revised project scope
(8) Merced Crossover was removed from the IRI program and replaced with the Kings Park project by Resolution ICR1B-P-0809-01

Acronyms Used

PA&ED Preliminary Approval (Preliminary Design Engineering) and Environmental Documents
PS&E Plans, Specifications, and Estimates
R/W Right-of-Way
CON Construction
CTC California Transportation Commission
ARRA American Recovery and Reinvestment Act of 2009
SCRRA Southern California Regional Rail Authority
IPR InterCity Passenger Rail

Legend

● Project is on-time, on-budget, and/or within scope
■ Allocation request is late or construction start date has been delayed
▲ Schedule or cost is changing, pending review and acceptance
▭ Project has been delivered and is awaiting allocation

CALIFORNIA DEPARTMENT OF TRANSPORTATION

FY 2011-12
First Quarter Report
Trade Corridors Improvement Fund

Quarterly Report to the

California Transportation Commission

Trade Corridors Improvement Fund
Progress Report

SUMMARY:

This report covers the first quarter of Fiscal Year (FY) 2011-12 (July through September, 2011) for the Trade Corridors Improvement Fund (TCIF) program. At the close of the first quarter, there were a total of 71 projects of which 69 projects had baseline agreements approved by the California Transportation Commission (Commission). The two remaining projects (totaling $37,467,000 in TCIF funds) are the most complicated projects that require agreements with railroads and/or private developers prior to approval of the project baseline agreements. The Department is working with the project sponsors to help resolve their issues; however, the Commission has set a deadline of September 1, 2011 for submittal of these baseline agreements.

Two Projects Without Executed Baseline Agreements

Project Number	Dist	County	Agency	Project Name	Total Project Cost (x1000)	TCIF Cost (x1000)	Anticipated Date for Baseline Approval
Projects Without Approved Baseline Agreements							
7	6	KER	City of Shafter	Shafter Intermodal Rail Facility	$30,000	$15,000	Sep 2011
13	10	STA	Stanislaus County	San Joaquin Valley Short Haul Rail	$57,434	$22,467	Sep 2011
				Total	**$87,434**	**$37,467**	

CURRENT STATUS:

During this reporting period, the Commission approved zero programming actions, one baseline agreement, eight baseline amendments, one allocation, four projects were moved to the Delivered But Not Allocated list (see chart later in this document), four letters of no prejudice, two environmental actions for future funding, one definitive agreement and one technical correction. Some projects are experiencing schedule delays due to unexpected delays in component completion, and funding uncertainties continue to be a concern, but progress continues to be made to deliver and implement the adopted TCIF program. (See following tables.)

ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond $ x1000	Total $ x1000	Action
Programming Actions							
No actions this quarter.							
Baseline Agreement Approvals							
85	8	RIV	N/A	Avenue 52 Grade Separation *Resolution TCIF-P-1112-08B, Approved 09/15/11*	$10,000	$22,200	Approved Baseline Agreement.

ID	D	Co.	Rte.	Project Title/Amendment Resolution	Bond $ x1000	Total $ x1000	Action
Baseline Agreement Amendments							
24	7	LA	N/A	Ports Rail System – Tier 1 (Pier F Support Yard) *Resolution TCIF-P-1112-03, Approved 08/10/11*	$8,745	$22,885	Updated project schedule, cost, and funding plan.
25	7	LA	N/A	Ports Rail System – Tier 1 (Track Realignment at Ocean Boulevard) *Resolution TCIF-P-1112-03, Approved 08/10/11*	$27,000	$65,840	Updated project schedule, cost, and funding plan.
43	8	RIV	N/A	Auto Center Drive Grade Separation *Resolution TCIF-P-1112-04, Approved 08/10/11*	$16,000	$32,675	Updated schedule and funding plan.
54	8	RIV	215	March Inland Cargo Port Airport – I-215 Van Buren Boulevard – Ground Access Improvements *Resolution TCIF-P-1112-06, Approved 09/15/11*	$10,000	~~$97,550~~ $67,941	Updated schedule and cost/funding plan.
69	11	SD	5/15	Bay Marina Drive Grade separated Improvements *Resolution TCIF-P-1112-01, Approved 08/10/11*	$910	~~$2,380~~ $3,290	Updated project scope, cost, and schedule.
72	11	SD	15	Civic Center Drive at Harbor and I-15 *Resolution TCIF-P-1112-02, Approved 08/10/11*	$1,150	~~$3,260~~ $2,982	Updated project scope, cost, and schedule.
75.1 75.2 75.3 75.4	11	SD	N/A	Southline Rail Improvements – Mainline Improvements (Phases 1 through 4) *Resolution TCIF-P-1112-07, Approved 09/15/11*	$98,060	$107,030	Updated schedule for all phases and divided Phase 3 into Phase 3 and 4.
81	10	SJ	N/A	Sperry Road Extension *Resolution TCIF-P-1112-05, Approved 08/10/11*	$30,000	$63,000	Updated schedule.
Allocation Requests / Amendments							
83	8	SBD	N/A	Colton Crossing Project *Resolution TCIF-A-1112-01, Approved 08/10/11*	$91,305	$201,994	Approved allocation of $91,305,000 Const. capital.
Letters of No Prejudice							
24	7	LA	N/A	Ports Rail System – Tier 1 (Pier F Support Yard) *Resolution LONP1B-A-1112-03, Approved 08/10/11*	$8,745	$22,885	Approved use of Local Port Revenues for $8,745,000 TCIF funds; to be reimbursed later.
25	7	LA	N/A	Ports Rail System – Tier 1 (Track Realignment at Ocean Boulevard) *Resolution LONP1B-A-1112-03, Approved 08/10/11*	$27,000	$65,840	Approved use of Local Port Revenues for $27,000,000 TCIF funds; to be reimbursed later.
43	8	RIV	N/A	Auto Center Drive Grade Separation *Resolution LONP1B-A-1112-06, Approved 08/10/11*	$16,000	$32,675	Approved use of Federal CMAQ for $16,000,000 TCIF funds; to be reimbursed later.
54	8	RIV	215	March Inland Cargo Port Airport – I-215 Van Buren Boulevard – Ground Access Improvements *Resolution LONP1B-A-1112-08, Approved 09/15/11*	$10,000	$67,941	Approve use of local transportation funds for $10,000,000 TCIF; to be reimbursed later.
Environmental Actions (Future Consideration of Funding)							
24	7	LA	N/A	Ports Rail System – Tier 1 (Pier F Support Yard) *Resolution E-11-60, Approved 08/10/11*	$8,745	$22,885	Approved environmental – future consideration of funding.
25	7	LA	N/A	Ports Rail System – Tier 1 (Track Realignment at Ocean Boulevard) *Resolution E-11-60, Approved 08/10/11*	$27,000	$65,840	Approved environmental – future consideration of funding.
TCIF Related Actions							
23	7	LA	710	Gerald Desmond Bridge Replacement *Resolution ~~TCIF-A-1011-03~~ TCIF-P-1011-05 / FP-10-32, Approved 09/15/11*	$299,795	$950,840	Approved Technical Correction to correct resolution number from -03 to -05 (-03 had previously been used).
78	5	MON	101	San Juan Road Interchange *Informational Update 08/10/11*	$28,325	$90,600	Informational Presentation.
83	8	SBD	N/A	Colton Crossing Project *No Resolution number assigned, Definitive Agreements Approved 08/10/11*	$91,305	$201,994	Approved Definitive Agreements.

Projects Delivered But Not Yet Allocated, Allocated But Not Awarded, Under Construction, and With Construction Completed

To date, nine projects have requested allocations but due to lack of funding have been placed on the Delivered But Not Yet Allocated list and are awaiting allocation approval. Bond allocations have been made for four projects for which a construction contract has not been awarded, twelve projects are currently under construction, and one project has completed construction and has begun the closeout procedure. (See following tables.)

Project Number	Dist	County	Agency	Project Name	Bond $ x1000	Date Delivered	Begin Const	End Const
Projects Delivered But Not Yet Allocated								
15.1	7	LA	ACE	San Gabriel Valley Grade Separation Program – Phase 1 (LONP)	$13,000	Delivered Jun 2011	Aug 2011	Oct 2011
15.2	7	LA	ACE	San Gabriel Valley Grade Separation Program – Phase 2	$323,600	Delivered Jun 2011	Jan 2012	Apr 2015
24	7	LA	POLB	Ports Rail System – Tier 1 (Pier F Support Yard)	$8,745	Delivered Aug 2011	Jan 2012	Jun 2013
25	7	LA	POLB	Ports Rail System – Tier 1 (Track Realignment at Ocean Boulevard)	$27,000	Delivered Aug 2011	Jan 2012	Jun 2013
43	8	RIV	RCTC	Auto Center Drive Grade Separation	$16,000	Delivered Aug 2011	Nov 2011	Apr 2013
54	8	RIV	SANBAG	March Inland Cargo Port Airport – I-215 Van Buren Boulevard – Ground Access Improvements	$10,000	Delivered Sep 2011	Apr 2012	Apr 2014
56	8	SBD	SANBAG	I-10 Corridor Logistics Access at Cherry Avenue	$30,773	Delivered Jun 2011	Aug 2011	Dec 2013
57	8	SBD	SANBAG	I-10 Corridor Logistics Access at Citrus Avenue (LONP)	$23,600	Delivered May 2011	Aug 2011	Dec 2013
76	11	SD	SANDAG	LOSSAN N Rail Corridor at Sorrento (LONP)	$10,800	Delivered May 2011	Sep 2011	Sep 2014
82	4	CC	Richmond Redevel. Agency	Marina Bay Parkway Grade Separation	$18,975	Delivered May 2011	Jun 2011	Oct 2013
				Total TCIF	**$482,493**			

Project Number	Dist	County	Agency	Project Name	Bond $ x1000	Date Allocated	Begin Const	End Const
Projects Allocated But Not Awarded								
12	4	SOL	STA / Caltrans	I-80 Eastbound Cordelia Track Scales Relocation (SHOPP/TCIF)	$47,800	Allocated Jun 2011	Oct 2011	Dec 2014
17	7	LA	City of Santa Fe Springs	ACE: Gateway-Valley View Grade Separation Project	$25,570	Allocated Jan 2011	May 2011	Aug 2013
23	7	LA	POLB	Gerald Desmond Bridge Replacement (Design-Build) (SHOPP/TCIF)	$299,795	Allocated Jun 2011	Apr 2013	Dec 2016
83	8	SBD	SANBAG	Colton Crossing Project	$91,305	Allocated Aug 2011	Sep 2011	Mar 2014
				Total TCIF	**$464,470**			

Project Number	Dist	County	Agency	Project Name	TCIF Program X 1,000	Total Const. X 1,000	Begin Const.	End Const.	% Com-plete
Projects Under Construction									
9	3	SAC	City of Sacra-mento	Sacramento Intermodal Track Relocation	$25,266	$49,866	Mar 2011	Dec 2012	19
18	7	LA	SCRRA	New Siding on the Antelope Valley Line	$7,200	$13,200	Feb 2011	May 2012	80
36	12	ORA	OCTA	Placentia Avenue Undercrossing	$14,934	$59,915	Oct 2011	Apr 2013	5
38	12	ORA	OCTA	Kraemer Boulevard Undercrossing	$22,642	$55.376	Oct 2011	May 2014	1
44	8	RIV	City of Riverside	Magnolia Avenue Grade Separation	$20,000	$26,800	Feb 2010	Jan 2012	73
58	8	SBD	Rialto	I-10 Corridor at Riverside	$9,937	$25,386	Jan 2010	Jan 2012	80
66	7	VEN	Oxnard	US 101 Rice Avenue Interchange	$30,449	$60,898	Mar 2009	Sep 2011	70
67	11	SD	Caltrans	State Route 905	$91,605	$104,200	Jul 2009	Jul 2012	50
75.1	11	SD	SANDAG	Southline Rail Improvements – Mainline Improvements [Phase 1 – Aerial Cabling]	$10,500	$10,500	Jun 2010	Nov 2011	80
75.2	11	SD	SANDAG	Southline Rail Improvements – Mainline Improvements [Phase 2 – Signaling for Reverse Running and Initial Track Improvements]	$15,500	$15,500	Mar 2011	Mar 2013	10
77	11	IMP	IVAG	Brawley Bypass State Route 78/111	$49,549	$52,198	Sep 2010	Feb 2012	25
81	10	SJ	NCTCC/ City of Stockton	Sperry Road Extension	$30,000	$50,000	Jul 2011	Aug 2013	0
				Total	**$327,582**	**$468,518**			

Project Number	Dist	County	Agency	Project Name	TCIF Program X 1,000	Total Const. X 1,000	Const. Completed	% Closeout Complete
Projects With Construction Completed								
42	8	RIV	City of Riverside	Columbia Avenue Grade Separation	$6,000	$25,450	May 2010	0

Milestone progress during the quarter is as follows: three projects completed the environmental component, four projects completed the design component, and three projects completed the right of way component. A total of 57 projects have completed the environmental component, 25 projects have completed the design component, 17 projects have completed the right of way component, and one project has completed construction and has begun the closeout procedure.

BACKGROUND:

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, provided $2 billion for the Trade Corridors Improvement Fund (TCIF). In its TCIF Guidelines, the Commission recognized the need for goods movement improvements far exceed the amount authorized in the TCIF program, that other funding sources should be explored, and that delivery challenges could limit project funding. The Commission supported increasing TCIF funding by approximately $500 million from the State Highway Account to fund state-level priorities that are critical to goods movement. The Commission programmed about 25 percent more than the $2.0 billion authorized by Proposition 1B with the intent of fully funding these projects from federal funds, container fees, and other potential future funding sources.

On April 10, 2008, the Commission adopted 79 projects into the TCIF adopted program of projects. As amended, there are 71 projects with a current recommended TCIF funding level of $2.8 billion and an overall project value of $7.9 billion.

The Commission put forth a TCIF Bond Accountability Plan that incorporates provisions from Proposition 1B, the Governor's Executive Order S-02-07, and Government Code Section 8879.50, et seq. (Chapter 181, Statutes of 2007 [Senate Bill 88]). To ensure transparency and accountability throughout the lifetime of a project, the TCIF projects with executed baseline agreements are listed on the TCIF Bond Accountability website at: http://svdtsucp.dot.ca.gov:8084/bondacc/MainMenuAction.do?%3e&page=1000017
One of the most significant accountability actions taken by the Commission, in its program adoption actions, is the expectation that bond funding will be limited to the cost of construction. As with other Proposition 1B programs, the Commission requires that project baseline agreements be developed and executed by the project sponsor(s), the California Department of Transportation, and the Commission's Executive Director.

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost

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Behind Schedule | Delivered but Not Allocated | ☒ Known Scope, Budget, or Schedule Impact (Amendment Needed)

Awarded | ◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	END ENVIRONMENTAL	END DESIGN	END RIGHT OF WAY	BEGIN CONSTRUCTION	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRONMENTAL COST (x 1,000)	DESIGN COST (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTRUCTION COST (X1,000)	SCOPE	BUDGET	SCHEDULE	COMMENTS - CTC ACTIONS DURING QUARTER
1	4	ALA	Port of Oakland		7th Street Grade Separation	09/30/10	12/09/10	11/24/11	11/25/11	Env. 50% Des. 10% RW 10%	$220,504	$110,252	$20,563	$7,020	$6,891	$186,030	☑	☑	☒	
2	4	CC	Caltrans/BNSF		Ricmond Rail Connector	02/01/12	02/01/12	08/01/12	09/01/12	Env. 85% Des. 70% RW 25%	$21,760	$10,880	$2,000	$950	$4,750	$14,060	☑	☑	☑	
3	4	ALA	Port of Oakland		Outer Harbor Intermodal Terminals (OHIT)	04/30/10	12/09/10	11/24/11	11/25/11	Env. 50% Des. 10% RW 25%	$274,296	$131,889	$38,984	$15,500	$0	$219,812	☑	☑	☒	
4	4	ALA	Metropolitan Transportation Commission	880	I-880 Reconstruction, 29th & 23rd Avenues, Oakland		12/01/11	04/01/12	08/01/12	Env. 100% Des. 40%	$96,787	$73,000	$4,200	$7,387	$5,200	$80,000	☑	☑	☒	
5	4	ALA	Metropolitan Transportation Commission	580	I-580 Eastbound Truck Climbing Lane				02/01/12	Env. 100% Des. 100% RW 100%	$64,265	$64,265	$2,490	$5,140	$105	$56,530	☑	☑	☑	
6	6	KER	Caltrans / BNSF		Tehachapi Trade Corridor Rail Improvement Project	06/01/10	12/01/11	N/A	03/01/12	Env. 85% Des. 80% RW 0%	$112,700	$54,000	$3,700	$1,000	$0	$108,000	☑	☑	☒	
7	6	KER	City of Shafter		Shafter Intermodal Rail Facility	~~Awaiting Baseline Agreement~~ *Deleted*					$30,000	$15,000	~~Awaiting Baseline Agreement~~ *Deleted*							NOTE: This project was deleted from the TCIF Program by Commission action at a subsequent meeting.
9	3	SAC	City of Sacramento		Sacramento Intermodal Track Relocation				03/31/11	Env. 100% Des. 100% RW 100% Const. 19%	$56,850	$25,266	$2,000	$4,984	$0	$49,866	☑	☑	☑	
10	10	SJ	San Joaquin Council of Governments	4	State Route 4 West Crosstown Freeway Extension Stage 1		02/01/13	01/01/13	06/01/13	Env. 100% Des. 55% RW 40%	$193,640	$96,820	$4,000	$10,500	$44,600	$134,540	☑	☑	☑	
11	10	SJ	Port of Stockton / Contra Costa County		San Francisco Bay to Stockton Ship Channel Deepening Project	10/31/12	02/28/13	05/31/13	05/31/13	Env. 50% Des. 0%	$141,447	$17,500	$3,668	$1,000	$800	$135,979	☑	☑	☑	
12	4	SOL	Metropolitan Transportation Commission	80	I-80 Eastbound Cordelia Truck Scales Relocation				10/01/12	Env. 100% Des. 100% RW 100%	$97,900	$47,800	$6,800	$12,200	$7,500	$71,400	☑	☑	☑	
13	10	STA	Stanislaus County		San Joaquin Valley Short Haul Rail	~~Awaiting Baseline Agreement~~ *Deleted*					$57,434	$22,467	~~Awaiting Baseline Agreement~~ *Deleted*							NOTE: This project was deleted from the TCIF Program by Commission action at a subsequent meeting.
14	3	YOL	Port of Sacramento		Sacramento River Deep Water Channel Project	07/31/10		N/A	08/01/10	Env. 90% Des. 100% RW N/A	$83,275	$10,000	$3,275	$0	$30,000	$50,000	☑	☑	☒	

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost

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Behind Schedule | Delivered but Not Allocated | ☒ Known Scope, Budget, or Schedule Impact (Amendment Needed)

Awarded | ◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	END ENVIRONMENTAL	END DESIGN	END RIGHT OF WAY	BEGIN CONSTRUCTION	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRONMENTAL COST (x 1,000)	DESIGN COST (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTRUCTION COST (X1,000)	SCOPE	BUDGET	SCHEDULE	COMMENTS - CTC ACTIONS DURING QUARTER
15	7	LA	Alameda Corridor East Construction Authority		San Gabriel Valley Grade Separation Program		Phase 1 02/01/11 Phase 2 02/01/11		Phase 1 08/01/11 Phase 2 01/01/12	Env. 100% Des. 99% RW 100%	$824,383	$336,600	$0	$52,526	$119,756	$652,101	☑	☑	☒	
16	7	LA	Alameda Corridor Transportation Authority	47	SR 47 Expressway - Schuyler Heim Bridge Replace/Construct Expressway & Flyover		07/31/12	07/31/12	01/01/13	Env. 100% Des. 0%	$687,000	$158,000	$14,000	$34,000	$86,000	$553,000	☒	☒	☒	*NOTE: Projects 16 and 31 will be withdrawn from the program at a future date.*
17	7	LA	City of Santa Fe Springs		ACE: Gateway-Valley View Grade Separation Project				05/01/11	Env. 100% Des. 100% RW 100% Const. 0%	$75,177	$25,570	$0	$3,600	$11,700	$59,877	☑	☑	☑	
18	7	LA	Southern California Regional Rail Authority		New Siding on the Antelope Valley Line (MP44 to MP61) For Freight Trains			N/A	08/27/10	Env. 100% Des. 100% RW N/A Const. 80%	$14,700	$7,200	$0	$1,500	$0	$13,200	☑	☑	☑	
19	7	LA	Port of Los Angeles	47/ 110	I-110 Fwy Access Ramp Improvement SR 47/I-110 NB Connector Widening	08/15/11	03/31/12	N/A	09/01/12	Env. 97% Des. 85% RW N/A	$37,851	$14,700	$1,000	$4,052	$0	$32,799	☑	☒	☒	
20	7	LA	Port of Los Angeles	110	C Street Access Ramps Improvements	08/15/11	08/29/12	N/A	02/01/13	Env. 95% Des. 75% RW N/A	$32,727	$8,300	$58	$2,785	$0	$29,884	☑	☒	☒	
21	7	LA	City of Commerce		Washington Boulevard Widening & Reconstruction Project		10/01/11	10/01/11	12/01/11	Env. 100% Des. 10% RW 0%	$32,000	$5,800	$39	$2,044	$3,678	$26,239	☑	☑	☒	
22	7	LA	Port of Los Angeles		South Wilmington Grade Separation		10/30/11	10/30/11	04/01/12	Env. 100% Des. 95% RW 0%	$78,384	$17,000	$0	$5,663	$0	$72,721	☑	☑	◆	
23	7	LA	Port of Long Beach	710	Gerald Desmond Bridge Replacement [Design-Build]			12/01/11	01/01/12	Env. 100% Des. Design-Build Out to Bid RW 0%	$950,840	$299,795	$9,782	$28,880	$100,589	$811,589	☑	☑	☒	*Technical Correction: 09/15/11, correct resolution number from TCIF-A-1011-03 to -05 (-03 had previously been used).*
24	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier F Support Yard)		*07/01/11*	N/A	*01/01/12*	Env. 100% Des. 99% RW N/A	*$35,450*	*$8,745*	*$2,980*	*$1,990*	$0	*$30,480*	☑	☑	☑	*Environmental (Future Funding): E-11-60, FEIR, 08/10/11. Baseline Amendment: TCIF-P-1112-03, 08/10/11, revise schedule, cost, and funding plan. Allocation Deferred - Put on Delivered But Not Yet Allocated List: 08/10/11, $8,745,000. Letter of No Prejudice: LONP1B-A-1112-03, 08/10/11, use Local Port Revenue for TCIF.*

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost

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Awarded | ◆ Potential Impact

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25	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Track Realignment at Ocean Boulevard)		*07/01/11*	N/A	*01/01/12*	Env. 100% Des. 99% RW N/A	*$67,270*	$27,000	*$4,270*	*$2,850*	$0	*$60,150*	☑	☑	☑	*Environmental (Future Funding): E-11-60, FEIR, 08/10/11. Baseline Amendment: TCIF-P-1112-03, 08/10/11, revise schedule, cost, and funding plan. Allocation Deferred - Put on Delivered But Not Yet Allocated List: 08/10/11, $8,745,000. Letter of No Prejudice: LONP1B-A-1112-03, 08/10/11, use Local Port Revenue for TCIF.*
31	7	LA	Alameda Corridor Transportation Authority		Ports Rail System - Tier 1 (New Cerritos Rail Bridge / Triple Track South of Thenard)	12/01/10	01/01/13	01/01/13	06/01/13	Env. 0% Des. 0%	$155,600	$38,330	$9,500	$13,500	$18,900	$113,700	☒	☒	☒	*NOTE: Projects 31 and 16 will be withdrawn from the program at a future date.*
32	7	LA	Port of Los Angeles		Ports Rail System - Tier 1 (West Basin Road Rail Access Improvements)		08/01/11	N/A	01/01/12	Env. 100% Des. 98% RW 98%	$130,231	$51,230	$6	$8,429	$0	$121,796	☑	☑	☒	
34	12	ORA	Orange County Transportation Authority	91	State Route 91 Connect Aux. Lanes through Interchange on Westbound SR91 Between State Route 57 & I-5		08/01/12	07/01/12	12/01/12	Env. 100% Des. 45%	$73,400	$34,950	$3,500	$5,387	$5,113	$59,400	☑	☑	☑	
35	12	ORA	Orange County Transportation Authority		State College Boulevard Grade Separation		03/01/13	03/01/13	04/01/13	Env. 100% Des. 95% RW 10%	$73,648	$30,731	$305	$2,713	$19,200	$51,430	☑	☑	◆	
36	12	ORA	Orange County Transportation Authority		Placentia Avenue Undercrossing				10/01/11	Env. 100% Des. 100% RW 100% Const. 5%	$78,227	$14,934	$21	$2,922	$15,369	$59,915	☑	☑	☑	
37	12	ORA	Orange County Transportation Authority		Orangethorpe Avenue Grade Separation		01/01/12	01/01/12	07/01/12	Env. 100% Des. 95% RW 65%	$117,383	$41,666	$631	$8,557	$28,003	$80,192	☑	☑	☑	
38	12	ORA	Orange County Transportation Authority		Kraemer Boulevard Undercrossing				10/01/11	Env. 100% Des. 100% RW 100% Const. 1%	$70,432	$22,642	$631	$5,043	$9,382	$55,376	☑	☑	☑	
39	12	ORA	Orange County Transportation Authority		Raymond Avenue Grade Separation	12/01/12	03/01/13	03/01/13	04/01/13	Env. 95% Des. 90% RW 5%	$76,767	$12,757	$831	$4,850	$27,323	$43,763	☑	☑	☑	
40	12	ORA	Orange County Transportation Authority		Lakeview Avenue Overcrossing		10/01/11	01/01/13	07/01/13	Env. 100% Des. 90% RW 6%	$70,173	$28,685	$631	$4,005	$20,403	$45,134	☑	☑	◆	

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Awarded | ◆ Potential Impact

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41	12	ORA	Orange County Transportation Authority		Tustin Avenue / Rose Drive Overcrossing			04/01/12	10/01/12	Env. 100% Des. 100% RW 55%	$102,993	$31,387	$601	$6,432	$36,515	$59,445	☑	☑	☑	
42	8	RIV	City of Riverside		Columbia Avenue Grade Separation	Construction Completed 4th Quarter FY 2009-10					$34,050	$6,000	$143	$1,657	$6,800	$25,450				**Construction completed 4th Quarter FY 2009-10.**
43	8	RIV	City of Corona		Auto Center Drive Grade Separation		*06/30/11*		11/01/11	Env. 100% Des. 98% RW 100%	$32,675	$16,000	$630	$1,370	$2,720	$27,955	☑	☑	☒	*Baseline Amendment: TCIF-P-1112-04, 08/10/11, update schedule and funding plan. Allocation Deferred - Put on Delivered But Not Yet Allocated List: 08/10/11, $16,000,000. Letter of No Prejudice: LONP1B-A-1112-06, 08/10/11, use federal CMAQ funds for TCIF.*
44	8	RIV	City of Riverside		Magnolia Avenue Grade Separation - UPRR			06/01/09	02/01/10	Env. 100% Des. 100% RW 98% Const. 73%	$52,960	$20,000	$160	$2,500	$23,500	$26,800	☑	☑	☒	
45	8	RIV	City of Riverside		Iowa Avenue Grade Separation		03/01/10	03/01/10	07/01/10	Env. 100% Des. 95% RW 89%	$32,000	$13,000	$500	$1,500	$5,500	$24,500	☑	☑	☒	
46	8	RIV	City of Banning		Project No. 2006-05, Sunset Avenue Grade Separation		07/01/11	07/01/11	01/15/12	Env. 100% Des. 20% RW 10%	$36,500	$10,000	$400	$4,100	$1,100	$30,900	☑	☑	☒	
47	8	RIV	City of Riverside		Streeter Avenue Grade Separation		10/01/11	10/01/11	01/01/12	Env. 100% Des 95% RW 35%	$36,800	$15,500	$1,500	$1,000	$14,300	$20,000	☑	☑	◆	
48	8	RIV	Riverside County		Avenue 56 Grade Separation on Yuma Subdivision of UPR Mainline		06/29/12	03/30/12	12/28/12	Env. 100% Des. 16% RW 4%	$60,000	$10,000	$800	$2,800	$8,500	$47,900	☑	☑	☑	
50	8	RIV	Riverside County		Grade Separation at Clay Street Railroad Grade Crossing		06/30/11	09/30/11	03/30/12	Env. 100% Des. 19% RW 15%	$37,350	$12,500	$1,125	$4,325	$2,000	$29,900	☑	☑	☒	
51	8	RIV	City of Riverside		Riverside Avenue Grade Separation		03/01/11	03/01/11	12/01/11	Env. 100% Des. 57% RW 5%	$30,300	$8,500	$500	$2,000	$12,800	$15,000	☑	☑	☒	
53	8	RIV	Riverside County		Grade Separation at Magnolia Avenue Railroad Grade Crossing - BNSF		12/30/11	03/29/13	09/30/13	Env. 100% Des. 20% RW 15%	$81,750	$13,700	$1,780	$4,220	$3,880	$71,870	☑	☑	☒	

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost

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Behind Schedule | Delivered but Not Allocated | ☒ Known Scope, Budget, or Schedule Impact (Amendment Needed)

Awarded | ◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	END ENVIRONMENTAL	END DESIGN	END RIGHT OF WAY	BEGIN CONSTRUCTION	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRONMENTAL COST (x 1,000)	DESIGN COST (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTRUCTION COST (X1,000)	SCOPE	BUDGET	SCHEDULE	COMMENTS - CTC ACTIONS DURING QUARTER
54	8	RIV	City of Riverside	215	March Inland Cargo Port Airport - I-215 Van Buren Boulevard - Ground Access Improvements				*04/01/12*	Env. 100% Des. 100% RW 100%	*$67,941*	$10,000	*$3,463*	*$4,786*	$7,000	*$52,692*	☑	☑	☑	*Baseline Amendment: TCIF-P-1112-06, 09/15/11, revise schedule and cost/funding plan. Allocation Deferred - Put on Delivered But Not Yet Allocated List: 09/15/11, $10,000,000. Letter Of No Prejudice: LONP1B-A-1112-08, 09/15/11, use local transportation funds for $10,000,000 TCIF.*
56	8	SBD	San Bernardino Associated Governments	10	I-10 Corridor Logistics Access Project (Interchange Reconstruction at Cherry Avenue)				08/01/11	Env. 100% Des. 100% RW 100%	$77,806	$30,773	$935	$5,822	$9,503	$61,546	☑	☑	☒	
57	8	SBD	San Bernardino Associated Governments	10	I-10 Corridor Logistics Access Project (Interchange Reconstruction at Citrus Avenue)				08/01/11	Env. 100% Des. 100% RW 100%	$57,530	$23,600	$1,138	$3,935	$5,257	$47,200	☑	☑	☒	
58	8	SBD	San Bernardino Associated Governments	10	I-10 Corridor Logistics Access Project (Interchange Reconstruction at Riverside Avenue)				01/01/10	Env. 100% Des. 100% RW 100% Const. 80%	$29,741	$9,837	$0	$1,885	$2,470	$25,386	☑	☑	☑	
59	8	SBD	San Bernardino Associated Governments		ACE Glen Helen Parkway Railroad Grade Separation		01/31/12	01/01/12	04/01/12	Env. 100% Des. 95% RW 60%	$29,568	$7,172	$0	$2,650	$5,700	$21,218	☑	☑	☑	
61	8	SBD	San Bernardino Associated Governments		ACE South Milliken Avenue Grade Separation at UP Los Angeles		02/01/12	01/31/13	04/01/13	Env. 100% Des. 35% RW 0%	$79,224	$14,521	$750	$4,195	$7,309	$66,970	☑	☑	◆	
63	8	SBD	San Bernardino Associated Governments		Palm Avenue Grade Separation		06/30/12	06/30/12	07/01/12	Env. 100% Des. 65% RW 1%	$35,176	$9,390	$750	$2,000	$1,126	$31,300	☑	☑	◆	
64	8	SBD	San Bernardino Associated Governments		Lenwood Road Grade Separation		01/01/12	12/01/11	04/01/12	Env. 100% Des. 90% RW 32%	$25,075	$6,694	$0	$2,760	$743	$21,572	☑	☑	☑	
65	8	SBD	San Bernardino Associated Governments		Vineyard Avenue Grade Separation		12/31/11	06/30/12	12/01/12	Env. 100% Des. 50% RW 0%	$44,517	$6,884	$750	$2,000	$8,402	$33,365	☑	☑	◆	
66	7	VEN	City of Oxnard	101	US 101 Rice Avenue Interchange				03/01/09	Env. 100% Des. 100% RW 100% Const. 70%	$86,899	$30,449	$1,226	$3,253	$21,522	$60,898	☑	☑	☑	
67	11	SD	San Diego Association of Governments	905	State Route 905				07/13/09	Env. 100% Des. 100% RW 100% Const. 50%	$104,700	$91,605	$0	$500	$0	$104,200	☑	☑	☑	

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost

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Awarded | ◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	END ENVIRONMENTAL	END DESIGN	END RIGHT OF WAY	BEGIN CONSTRUCTION	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (x1,000)	TCIF COST (x 1,000)	ENVIRONMENTAL COST (x 1,000)	DESIGN COST (x 1,000)	RIGHT OF WAY COST (X1,000)	CONSTRUCTION COST (X1,000)	SCOPE	BUDGET	SCHEDULE	COMMENTS - CTC ACTIONS DURING QUARTER
68	11	SD	San Diego Association of Governments	11	SR 11/Otay Mesa East Port of Entry	12/30/10	12/31/12	12/31/12	04/01/13	Env. 90%	$713,720	$75,000	$12,300	$42,690	$80,380	$578,350	☑	◆	☒	
69	11	SD	Port of San Diego	5/15	Bay Marina Drive Grade Separated Improvements		*02/29/12*	12/29/11	06/14/12	Env. 100% Des. 95% RW 95%	*$3,290*	$910	*$440*	*$345*	*$20*	*$2,485*	☑	☑	☑	*Baseline Amendment: TCIF-P-1112-01, 08/10/11, revise scope, cost, and schedule.*
70	11	SD	Port of San Diego	5	10th Avenue Grade Separated Improvements		05/23/13	05/23/13	11/07/13	Env. 100% Des. 20%	$67,200	$30,910	$2,150	$3,760	$8,990	$52,300	☒	☑	☑	
71	11	SD	Port of San Diego	5	32nd Street at Harbor Drive Grade Separated Improvements	12/29/11	05/23/13	05/23/13	11/07/13	Env. 60% Des. 0%	$118,460	$50,665	$4,400	$7,750	$13,110	$93,200	☒	☒	☒	*NOTE: Project 71 will be withdrawn from the program at a future date.*
72	11	SD	Port of San Diego	15	Civic Center Drive at Harbor and I-15		12/29/11	*02/29/12*	06/14/12	Env. 100% Des. 95% RW 95%	*$2,982*	$1,150	*$531*	*$300*	*$37*	*$2,114*	☑	☑	◆	*Baseline Amendment: TCIF-P-1112-02, 08/10/11, revise scope, cost, and schedule.*
73	11	SD	Port of San Diego		National City Marine Terminal Improvement (Wharf Extension)	02/28/10	02/28/10	02/28/10	05/30/11	Env. 25% Des. 3%	$34,300	$15,000	$1,050	$3,250	$0	$30,000	☒	☒	☒	*NOTE: Project 73 will be withdrawn from the program at a future date.*
74	11	SD	San Diego Association of Governments		Southline Rail Improvements - Yard Expansion		07/01/12	07/01/12	01/04/13	Env. 100% Des. 60% RW 10%	$40,460	$25,900	$540	$1,810	$12,210	$25,900	☑	☑	☑	
75	**Southline Rail Improvements - Mainline Improvements *[Phases 1 - 4]***										**$107,030**	**$98,060**	**$220**	**$8,750**	**$0**	**$98,060**				
75.1	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 1 - Aerial Cabling]*			N/A	06/02/10	Env. 100% Des. 100% RW N/A Const. 80%	*$10,500*	*$10,500*	*$0*	*$0*	*$0*	*$10,500*	☑	☑	☑	*Baseline Amendment: TCIF-P-1112-07, 09/15/11, divide Phase 3 into 2 separate phases and update schedule for all phases (Projs. 75.1, 75.2, 75.3, 75.4). Note: $8,970,000 in PAED and PSE costs cover all 4 phases.*
75.2	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 2 - Signaling for Reverse Running and Initial Track Improvements]*			N/A	*03/15/11*	Env. 100% Des. 100% RW N/A Const. 10%	*$15,500*	*$15,500*	*$0*	*$0*	*$0*	*$15,500*	☑	☑	☑	*Baseline Amendment: TCIF-P-1112-07, 09/15/11, divide Phase 3 into 2 separate phases and update schedule for all phases (Projs. 75.1, 75.2, 75.3, 75.4). Note: $8,970,000 in PAED and PSE costs cover all 4 phases.*

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost

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Awarded | ◆ Potential Impact

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	END ENVIRONMENTAL	END DESIGN	END RIGHT OF WAY	BEGIN CONSTRUCTION	CURRENT PHASE (% COMPLETE)	TOTAL PROJECT COST (X1,000)	TCIF COST (X 1,000)	ENVIRONMENTAL COST (X 1,000)	DESIGN COST (X 1,000)	RIGHT OF WAY COST (X1,000)	CONSTRUCTION COST (X1,000)	SCOPE	BUDGET	SCHEDULE	COMMENTS - CTC ACTIONS DURING QUARTER
75.3	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 3 - Palomar Siding and Mainline Track Improvements]*		*11/01/11*	N/A	*08/02/12*	Env. 100% Des. 60% RW N/A	*$4,000*	*$4,000*	*$0*	*$0*	*$0*	*$4,000*	☑	☑	☑	*Baseline Amendment: TCIF-P-1112-07, 09/15/11, divide Phase 3 into 2 separate phases and update schedule for all phases (Projs. 75.1, 75.2, 75.3, 75.4). Note: $8,970,000 in PAED and PSE costs cover all 4 phases.*
75.4	11	SD	San Diego Association of Governments		Southline Rail Improvements - Mainline Improvements *[Phase 4 - Final Palomar Siding and System Upgrades]*		*06/01/13*	N/A	*12/01/13*	Env. 100% Des. 45% RW N/A	*$77,030*	*$68,060*	*$220*	*$8,750*	*$0*	*$68,060*	☑	☑	☑	*Baseline Amendment: TCIF-P-1112-07, 09/15/11, divide Phase 3 into 2 separate phases and update schedule for all phases (Projs. 75.1, 75.2, 75.3, 75.4). Note: $8,970,000 in PAED and PSE costs cover all 4 phases.*
76	11	SD	San Diego Association of Governments		LOSSAN N Rail Corridor at Sorrento			N/A	09/01/11	Env. 100% Des. 100% RW N/A	$39,000	$10,800	$0	$3,200	$0	$35,800	☑	☑	☑	
77	11	IMP	Imperial Valley Association of Governments	78/ 111	Brawley Bypass State Route 78/111				09/30/10	Env. 100% Des. 100% RW 100% Const. 25%	$78,473	$49,549	$1,206	$6,500	$18,569	$52,198	☑	☑	☑	
78	5	MON	Monterey County	101	San Juan Road Interchange		08/12/12	04/01/12	01/11/13	Env. 100% Des. 10%	$90,600	$28,325	$4,700	$5,000	$28,900	$52,000	☑	☑	☑	*Information Presentation to CTC: Update on US-101 San Juan Road Interchange Project, 08/10/11.*
81	10	SJ	Northern California Trade Corridors Coalition		Sperry Road Extension			*11/01/10*	*07/01/11*	Env. 100% Des. 100% RW 90% Const. 0%	$63,000	$30,000	$1,000	$5,000	$7,000	$50,000	☑	☑	☒	*Baseline Amendment: TCIF-P-1112-05, 08/10/11, update schedule.*
82	4	CC	Northern California Trade Corridors Coalition		Marina Bay Parkway Grade Separation				06/07/11	Env. 100% Des. 100% RW 100% Const. 0%	$37,950	$18,975	$500	$2,750	$100	$34,600	☑	☑	☑	
83	8	SBD	Caltrans / BNSF / UP		Colton Crossing Project				09/30/11	Env. 100% Des. 100% RW 100%	$201,994	$91,305	$3,689	$11,600	$26,700	$160,005	☑	☑	☑	*Definitive Agreements Approved: 08/10/11. Allocation: TCIF-A-1112-01, 08/10/11, $91,305,000.*
84	8	SBD	San Bernardino Associated Governments		Laurel Street/BNSF Grade Separation	06/08/11	07/16/12	07/16/12	12/10/12	Env. 99% Des. 45% RW 0%	$53,995	$11,917	$1,449	$3,379	$7,800	$41,367	☑	☑	◆	
85	8	RIV	Riverside County		Avenue 52 Grade Separation	*02/01/12*	*12/01/12*	*11/01/12*	*07/01/13*	Env. 0% Des. 0%	*$22,200*	*$10,000*	*$2,578*	*$0*	*$2,500*	*$17,122*	☑	☑	☑	*Approve Baseline: TCIF-P-1112-08B, 09/15/11, $10,000,000 TCIF.*
											$7,982,710	**$2,809,752**								

Trade Corridors Improvement Fund Delivery Report
Schedule and Cost

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TCIF PROGRAMMED TOTALS BY CORRIDOR

Northern California Trade Corridor Coalition **NCTCC** TCIF Programming Range: $640,000 to $840,000 Recommended Programming Target $825,000	$728,114	
Southern California Consensus Group **SCCG** TCIF Programming Range: $1,500,000 to $1,700,000 Recommended Programming Target $1,650,000	$1,603,764	
San Diego Border Region **SDBR** TCIF Programming Range: $250,000 to $400,000 Recommended Programming Target $400,000	$400,000	
Other **Other** TCIF Programming Range: $60,000 to $80,000 Recommended Programming Target $80,000	$77,874	
TOTAL TCIF Programmed	**$2,809,752**	includes $484,860 TCIF/SHOPP
Bond Administration Fees	$40,000	
GRAND TOTAL	**$2,849,752**	

Trade Corridors Improvement Fund Delivery Report
Withdrawn and Deprogrammed Projects

PROJECT NUMBER	DISTRICT	COUNTY	NOMINATED BY	ROUTE	PROJECT DESCRIPTION	DATE WITHDRAWN	TCIF AMOUNT (X 1,000)	COMMENTS - CTC ACTIONS TO DEPROGRAM / DELETE
8	3	PLA	Caltrans / UP		Track and Tunnel Improvements at Donner Summit	Withdrawn by Project Sponsor, October 2008	$43,000	Program Amendment: TCIF-P-0809-03, 10/29/08, delete Projs. 8, 33 and 62 from TCIF program.
26	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier B Street Realignment)	Withdrawn by Project Sponsor, March 2011	$4,180	Program Amendment: TCIF-P-1011-18, 03/23/11, delete Projs. 26-30.
27	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Terminal Island Wye Track Realignment)	Withdrawn by Project Sponsor, March 2011	$3,790	Program Amendment: TCIF-P-1011-18, 03/23/11, delete Projs. 26-30.
28	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Reconfigure Control Point /	Withdrawn by Project Sponsor, March 2011	$10,000	Program Amendment: TCIF-P-1011-18, 03/23/11, delete Projs. 26-30.
29	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Reeves Avenue Closure and Grade	Withdrawn by Project Sponsor, March 2011	$24,570	Program Amendment: TCIF-P-1011-18, 03/23/11, delete Projs. 26-30.
30	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Navy Mole Storage Yard)	Withdrawn by Project Sponsor, March 2011	$6,000	Program Amendment: TCIF-P-1011-18, 03/23/11, delete Projs. 26-30.
33	7	LA	Port of Long Beach		Ports Rail System - Tier 1 (Pier 400 Second Lead Track)	Withdrawn by Project Sponsor, October 2008	$3,670	Program Amendment: TCIF-P-0809-03, 10/29/08, delete Projs. 8, 33 and 62 from TCIF program.
49	8	RIV	Riverside County		Avenue 66 Grade Separation on Yuma Subdivision of UPR Mainline	Withdrawn by Project Sponsor, March 2011	$10,000	Program Amendment: TCIF-P-1011-17, 03/23/11, delete Proj. 49 and program $10,000,000 to new Proj. 85.
52	8	RIV	City of Riverside		3rd Street Grade Separation	Withdrawn by Project Sponsor, May 2011	$17,500	Program Amendment: TCIF-P-1011-27, 05/11/11, delete Proj. 52.
55	8	SBD	San Bernardino Associated Governments	15/ 215	I-15 Widening and Devore Interchange Reconstruction	Withdrawn by Project Sponsor, May 2010	$118,012	Program Amendment: TCIF-P-0910-09, 05/19/10, delete Proj. 55 from TCIF program.
60	8	SBD	San Bernardino Associated Governments		ACE North Milliken Avenue Railroad Grade Separation at UPRR	Withdrawn by Project Sponsor, June 2010	$6,490	Program Amendment: TCIF-P-0910-13, 06/30/10, deprogrammed Proj. 60 and reprogrammed $6,490,000 TCIF from Proj. 60 to Proj. 61. NOTE: Proj. 60 to be funded with $45,089,000 RIP by STIP Amendment 08S-066, 2/25/10.
62	8	SBD	San Bernardino Associated Governments		Valley Boulevard Grade Separation	Withdrawn by Project Sponsor, October 2008	$7,658	Program Amendment: TCIF-P-0809-03, 10/29/08, delete Projs. 8, 33 and 62 from TCIF program.
79	8	SBD	Caltrans / BNSF / UP		Colton Crossing Flyover	Deprogrammed by CTC March 2010 (See Project 83)	$97,305	AB268 Review of TCIF #79: No resolution #, 03/25/10, deprogrammed 79. NOTE: See Project 83.
80	8	SBD	San Bernardino Associated Governments		South Archibald Grade Separation	Withdrawn by Project Sponsor, November 2010	$7,658	Program Amendment: TCIF-P-1011-10, 11/04/10, deprogram project. Note: $7,658,000 TCIF to go to new Proj. 84 - Laurel Street.
						Total TCIF Deprogrammed	**$359,833**	

TCIF Project Action Plan Report
First Quarter FY 2011-12

Each project in the program is being monitored at the component level for potential scope, cost, and schedule changes to ensure timely delivery of the full scope as approved and adopted. Listed below are project action plans that have been identified to address identified scope, cost or schedule issues on projects.

1. Potential Projects to Watch *(Milestone dates past due more than six months.)*

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
1 3	4	ALA	N/A	*Port of Oakland Projects* 7th Street Grade Separation Oakland Outer Harbor Intermodal Terminals	 $110,252 $131,889	 $220,504 $274,296	Schedule

Project Action Plan:
The projects have been delayed due to the economic recession in 2009 and on-going public private partnership negotiations. The environmental review is scheduled to be completed by the end of the year. The Port will not be able to achieve the initially anticipated construction start date of November 2011 and plans to request an amendment to its baseline agreement for a modified schedule. The Port's goal is to have preliminary design completed in early 2012.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
6	6	KER	N/A	Tehachapi Corridor Rail Improvement	$54,000	$112,700	Schedule

Project Action Plan:
The environmental review is changing from a MND to a full EIR which requires increased studies and review. This change has delayed the completion of the environmental component.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
19	7	LA	47/ 110	I-110 Fwy Access Ramp Improvements	$14,700	$37,851	Schedule Cost

Project Action Plan:
This project is also called John S. Gibson project. The schedule was impacted by an assessment of potential archeological resources that was conducted in consultation with the State Office of Historic Preservation (SHPO) which required documentation of new findings in the environmental report. The overall funding remains the same. During finalizing of the project report, right of way utilities were identified which increased the right of way cost which was in turn offset by lower construction capital costs.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
20	7	LA	110	C Street Access Ramp Improvements	$8,300	$33,399	Schedule Cost

Project Action Plan:
This project is contingent upon the development of the South Wilmington Grade Separation project, TRAPAC Terminal improvements, and Harry Bridges Blvd widening that are being developed concurrently. To better evaluate the collective traffic impacts of these projects, a detailed traffic model, incorporating all of the projects was developed. This model required a significant amount of time to complete which impacted the project schedule.

Additional structural analyses to design non-standard retaining walls along I-110 to facilitate the ramp widening were not anticipated (originally planned as Type 1 standard retaining walls). This required additional geotechnical studies /investigations to be performed.

Additional environmental studies were determined to be necessary to address historic resources discovered on the project during the environmental process. The project delays incurred thus far are not recoupable. However, the Port of Los Angeles will investigate to see if some of the above mentioned delays can be recuperated during the later stages of the project.

During finalizing of the project report, right of way utilities were identified which increased the right of way cost which was in turn offset by lower construction capital costs. There is a slight increase in the overall funding for the project due to actual PAED costs which are being funded with local funds being over expended.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
32	7	LA	N/A	Ports Rail – West Basin Road Rail Access	$51,230	$130,231	Schedule

Project Action Plan:
Project has been delayed due to unforeseen third party utility relocations/protections and right-of-way easements that are required to construct the project improvements. The project begin construction date has therefore been extended from the original baseline schedule of April 1, 2010 to May 1, 2012. The port is continuing with the process of entering into agreements with the affected utility companies and resolving project-related right-of way issues, however, this process has also taken longer than originally anticipated due to the unforeseen complexity of coordinating the requirements of multiple utility pipeline owners.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
42	8	RIV	N/A	Columbia Avenue Grade Separation	$6,000	$34,050	Schedule

Project Action Plan:
The project close-out component is delayed due to longer than expected time for the final settlement on right of way acquisition. The City expects to complete the final right of way activities soon and will submit an amendment request to update the schedule.

2. Program changes requiring Commission action; in process of preparing an amendment.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
4	4	ALA	880	I-880 Reconstruction 29th Ave & 23rd Ave	$73,000	$96,787	Schedule

Project Action Plan:
A action plan is being prepared to update the project schedule. The award date has been delayed approximately eight months due to a late start on risk design work and complexities in acquiring right of way, including condemnation.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
9	3	SAC	N/A	Sacramento Intermodal Track Relocation	$25,266	$56,850	Schedule Cost

Project Action Plan:
Initial bids for the project exceeded available budget. The City undertook some value engineering to reduce costs, adjusted some contracting measures to reduce risk and therefore cost to the contractors, and sought and obtained $2.8 million in additional federal funding in order to complete the full project scope and meet project objectives. The City awarded the main contract in March 2011 and will be awarding a second contract for access ramps to one of the three tunnels included in the project in Spring 2012. The City will be requesting a baseline agreement amendment at the CTC January 2012 to reflect that this item is being contracted separately.

In addition, the rail operators requested upgrades to the lighting and electrical services, and the city is adding $400,000 in funding from other agencies to support these upgrades. While the project is on schedule, the City is requesting a one-month extension for the construction completion date to account for any currently unforeseen delays and a four-month extension to the close out period due to the complexity of closing out the project with the variety of funding sources.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
14	3	YOL	N/A	Sacramento River Deep Water Channel	$10,000	$83,275	Schedule Cost

Project Action Plan:
Due to federal funding cuts, additional environmental studies required for the project and modifications to the proposed mitigation sites, the project environmental component will be delayed for two years. The City of West Sacramento

prepared a Baseline Amendment to update the project schedule and costs, which was approved at the Commission's October 2011 meeting and will be reported on in the 2nd Quarter.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
16	7	LA	47	SR 47 Expressway – Schuyler Heim Bridge Replacement	$158,000	$687,000	Schedule

Project Action Plan:
This project proposed to replace the Schuyler Heim Bridge and construct a Truck Expressway on Route 47 extending to the east from the bridge. Upon completion of the environmental document a lawsuit was filed challenging the Truck Expressway portion of the project. Since then, the project was segmented into two separate construction contracts. The first segment, a Seismic Retrofit project to replace the Schuyler Heim Bridge with a total value of $339 million was delivered, awarded and is currently under construction. The Truck Expressway portion with a total value of $348 million is being indefinitely postponed due to the challenges to deliver the project. A plan is being developed where it will be proposed to be deleted from the TCIF program.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
23	7	LA	710	Gerald Desmond Bridge Replacement	$299,795	$950,840	Schedule Cost

Project Action Plan:
Funds were allocated for this project in June 2011. The project is currently out to bid as a design build contract. The procurement timeline for a design build contract is long to be evaluate bidders and proposals, and will require a time extension to award the contract. The Department will be requesting a time extension from the Commission during the 3rd quarter to extend the date to Award to June 2012. Cost information reflects some adjustment of local funds between cost components to reflect actual costs incurred for each component.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
				Port of Long Beach Projects			
24	7	LA	N/A	Ports Rail – Pier F Support Yard	$8,745	$22,885	Schedule
25				Ports Rail – Ocean Blvd. Track Realignment	$27,000	$65,840	

Project Action Plan:
The projects are experiencing a delay of four months due to a recent discovery of abandoned oil wells under the proposed tracks. This discovery occurred during the end of the utility relocation phase. An additional 37 pot holes were required to pre-classify existing soil and determine whether the soil could be stock-piled on the project site or would need to be removed. Due to the significant cost differences between the two soil handling alternatives, this information must be included in the request for construction bids. The analysis has been completed and the bid documents are being updated. Bid documents are scheduled to be released in January 2012.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
				Alameda Corridor Transportation Authority			
31	7	LA	N/A	Ports Rail – New Cerritos Rail Bridge	$38,330	$155,600	Scope Schedule Cost

Project Action Plan:
This project is anticipated to be deprogrammed, as the ports and railroads have determined that, due to the dramatic cargo volume decline caused by the recession and the latest forecasts of cargo volume recovery, a third track to Terminal Island, which this rail bridge would have provided, will not be needed for at least another 15-20 years. The funding source for this bridge, if it is ever built, is not certain at this time, but rail enhancement priorities in the port area no longer include this bridge.

The reprogramming is expected to be brought to the Commission as part of a larger package of deprogramming and reprogramming sometime between December 2011 and February 2012.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
45	8	RIV	N/A	Iowa Avenue Grade Separation	$13,000	$32,000	Schedule Cost

Project Action Plan:
A change in the local funding source delayed the right of way component of the project by nine months. In addition, longer than expected negotiations and relocations required by the project caused further delays of 17 months. Subsequently, the design and construction components experienced delays. The City is preparing an amendment to update these changes and request construction funding allocation at the October 2011 Commission meeting.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
47	8	RIV	N/A	Streeter Avenue Grade Separation	$15,500	$36,800	Schedule Cost

Project Action Plan:
The right of way component is delayed due to complicated financial constraints that are taking longer than anticipated to resolve. The city intends to submit a baseline agreement amendment request for the December 2011 Commission meeting. The allocation request was initially planned to go the December 2011 Commission meeting, but it is likely the City will delay the allocation request unit the January 2012 meeting.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
48	8	RIV	N/A	Avenue 56 Grade Separation	$10,000	$60,000	Schedule

Project Action Plan:
To address public comments, design modifications were incorporated that required revisions to the technical studies and the environmental document. This has delayed the completion of the environmental component, however, both design and right of way components remain on schedule. An amendment to the baseline agreement schedule and cost is planned for the December 2011 or January 2012 Commission meeting.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
50	8	RIV	N/A	Clay Street Grade Separation	$12,500	$37,350	Schedule Cost

Project Action Plan:
The project's environmental and right of way components are delayed. The environmental delay is mainly due to additional review and extended studies required by a higher than expected water table on site. The right of way component involves complicated utility relocation issues that will cause delays. The County plans to submit an amendment to the baseline agreement to update the schedule and cost for the October or December 2011 Commission meeting.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
51	8	RIV	N/A	Riverside Avenue Grade Separation	$8,500	$30,300	Schedule

Project Action Plan:
The environmental review period took approximately one year longer than expected. Additionally, the authorization for right of way acquisition took an additional 4.5 months and approval was not received until mid-December 2010. Therefore, the right of way and final design components were delayed accordingly. The City will attempt to expedite the baseline amendment request and submit at the next available Commission meeting. The allocation request would be submitted separately at a later date.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
53	8	RIV	N/A	Magnolia Avenue Grade Separation - BNSF	$13,700	$81,750	Schedule

Project Action Plan:
The final proposed project concept included a more complex bridge structure than anticipated and the cost of the design was greater than originally expected. The work was delayed while funds were shifted to cover the additional costs of completing the environmental and design components and for the time needed to approve the final design contract using these new funds. Completion of the environmental document was also delayed by the addition of two technical studies that had not been included in the original project scope. Design is under way but delayed by 3 months due to the complex design and agency coordination. Right of way is expected to stay on schedule. An amendment to the baseline agreement schedule and cost is planned for the December 2011 or January 2012 Commission meeting.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
68	11	SD	11	SR-11/Otay Mesa East Port of Entry	$75,000	$716,500	Schedule Cost

Project Action Plan:
The schedule change has been discussed with Commission staff. A PCR was approved in September 2011. It is anticipated the baseline amendment will be on the December 2011 Commission agenda. The complexity of the project, to build a new toll state highway, international land Port of Entry, and CVEF required the involvement of local, state, federal and international agencies. This communication/coordination has prolonged the environmental document process. The PCR also breaks the project into multiple subprojects to early deliver some components.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
69	11	SD	5 / 15	Bay Marina Drive Grade Separation	$910	$3,290	Cost

Project Action Plan:
The estimated project costs have increased due to the following design elements: subsurface drainage impacts, hazardous waste studies and related impacts, pavement rehabilitation work, and restriping of the widened roadway to facilitate bicyclists. A PCR has been submitted to address this increase. The completion of design is delayed by two months but will not affect the Ready to List date or the Award date. An amendment to the baseline agreement was approved at the August 2011 Commission meeting.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
70	11	SD	5	10th Avenue Grade Separated Improvements	$1,550	$5,353	Scope

Project Action Plan:
A PCR is in process to address the decreased scope and cost and a five month delay for the PAED phase. The traffic analysis done during PAED showed the cost of a two-way flyover ramp was not warranted at this location and the need and purpose of the project to meet a certain level of service could be met with a more cost effective alternative. The at-grade improvements have community support.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
71	11	SD	5	32nd Street at Harbor Drive Grade Separation	$50,665	$118,460	Budget

Project Action Plan:
A project report is being finalizes with a no build alternative due to funding constraints. This decision precludes the use of TCIF funds but does not preclude the project moving forward if the project sponsors can allocate or acquire the appropriate funds.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
72	11	SD	5	Civic Center Drive at Harbor and I-15	$1,150	$3,260 projected $2,982	Schedule

Project Action Plan:
A technical correction to revise the project schedule was approved at the October 2011 CTC Commission meeting.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
73	11	SD	N/A	Port of San Diego National City Marine Terminal (Wharf Expansion) Phase II	$15,000	$34,300	Schedule

Project Action Plan:
The Port of San Diego has informed the Department that this project's construction work is now forecast to start beyond the required TCIF December 2013 deadline to begin construction. SANDAG is working with Commission staff to deprogram this project from the TCIF Program and reprogram the TCIF funds. SANDAG will request Commission action at a future meeting.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
81	10	SJ	N/A	Sperry Road Extension	$30,000	$63,000	Schedule

Project Action Plan:
The project construction funding allocation was approved at the January 2011 Commission meeting and the project was advertised in January 2011 and opened bids in March. Due to the required pre-award audit for construction management contract and coordination of funding agreements with funding partners, the contract award delayed till July and the construction started in July. An amendment to the baseline agreement schedule to reflect these changes was approved at the August 2011 Commission meeting.

3. Project delays requiring future Commission action, preparation of a plan has just started.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
17	7	LA	N/A	Gateway-Valley View Grade Separation	$25,570	$75,177	Schedule Cost

Project Action Plan:
The project construction funding allocation was approved at the January 2011 Commission meeting, however, the construction advertisement was delayed as the City was not able to timely secure federal funding. In addition, the right of way budget needs to be adjusted to cover higher than anticipated eminent domain acquisition costs. The City is preparing to submit a baseline agreement amendment request to obtain the Commission's approval of these changes. The entire project cost remains unchanged.

ID	D	Co.	Rte.	Project Title	Bond $ x1000	Total $ x1000	Variance
56 57	8	SBD	10	I-10 Corridor Logistics Access Project at Cherry Avenue I-10 Corridor Logistics Access Project at Citrus Avenue	$30,773 $23,600	$77,806 $57,530	Schedule

Project Action Plan:
For Cherry Avenue, there was a delivery delay to due inability to execute a construction and maintenance agreement with Union Pacific Railroad. Project is now ready and was subsequently delayed due to lack of bond sales and funding. For Citrus Avenue, the delay is primarily due to lack of bond sales and funding.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14, 2011

Reference No.: 3.6
Information

From: BIMLA G. RHINEHART
Executive Director

Subject: **Quarterly Report on Toll Bridge Program Oversight Committee Activity**

Summary: Since the last Quarterly Report update, the following San Francisco Oakland Bay Bridge (SFOBB) Seismic Retrofit project construction activities and Toll Bridge Program Oversight Committee (TBPOC) actions occurred:

TBPOC meetings and activities –

- The TBPOC is working closely with staff in an effort to realize every available opportunity of achieving seismic safety opening sooner than the December 2013 target date.

Self Anchored Suspension (SAS) contract –

- The final deck segment was placed October 28, 2011.
- Field preparation for the installation of the bridge cable continues.

Yerba Buena Island Contract (YBI) Contract #1 - connects the west end of the SAS bridge to the Yerba Island tunnel –

- Installation of the last deck for frame 1 in the westbound direction is ongoing.
- Preparation work for concrete placement of the stem and soffit for frame 2 in the westbound direction is underway.

Oakland Detour contract – realigns bridge approach to the south allowing construction of the Oakland Touchdown contract #2 ahead of schedule:

- Westbound site work is progressing as scheduled.

Background: In July 2005, Assembly Bill 144, (AB144) Hancock created the Toll Bridge Program Oversight Committee (TBPOC) to exercise project oversight and control over the Toll Bridge Seismic Retrofit Program. The TBPOC is comprised of the Director of the Department of Transportation (Caltrans), the Bay Area Toll Authority (BATA) Executive Director, and the Executive Director of the California Transportation Commission (CTC). The TBPOC's program oversight and control activities include, review and approval of contract bid documents, contract change orders and resolution of major project issues.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 3.9
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Karla Sutliff
Division Chief
Project Management

Subject: **FY 2011-12 FIRST QUARTER PROJECT DELIVERY REPORT**

Attached is the California Department of Transportation's Fiscal Year 2011-12 First Quarter Project Delivery Report.

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

First Quarter - FY 2011-12 Project Delivery Report

Quarterly Report to the California Transportation Commission

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(D) Status of Major Projects with Right of Way ---------- pg 21

(E) Construction Contract Administration ---------- pg 23

The Project Delivery Report is prepared quarterly in December, March, June, and September pursuant to California Transportation Commission (CTC) Resolution G-92–12. The Department of Transportation (Department) staff prepares this report. The purpose of this report is to monitor and track the progress of project delivery during the year and to compare against past years.

Note 1: All costs shown are in $1,000's unless noted otherwise.
Note 2: Abbreviations and acronyms are listed in the appendix.
Note 3: In historical comparison within the report, there was no First Quarter FY 2010-11 report due to late Governor's budget resource impacts. Therefore FY 2010-11 is left out for comparison.

Executive Summary

First Quarter - FY 2011-12

FY 2011-12 Contract for Delivery

For FY 2011-12, the dollar value of projects in the Contract for Delivery is $3,232 million. Through the end of the first quarter, FY 2011-12, the Department delivered a total of 37 (13 percent of annual plan) highway construction contracts with an estimated value in the contract at $307 million (9 percent of annual plan).

Program Delivery Summary

Through the end of the first quarter, FY 2011-12, the Department has delivered a total of 63 projects valued at $375 million from all funding programs.

Through the end of the first quarter, FY 2011-12, the Department delivered a total of 4 (14 percent of annual plan) programmed State Transportation Improvement Program (STIP) highway construction contracts valued at $14 million (3 percent of annual plan).

Through the end of the first quarter, FY 2010-11, the Department delivered a total of 31 (17 percent of annual plan) programmed State Highway Operations and Protection Program (SHOPP) highway construction contracts valued at $273 million (25 percent of annual plan).

Prior Years' Contracts for Delivery Award Status

Through the end of the first quarter, FY 2011-12, the Department has awarded 279 projects out of 346 (81 percent) from the FY 2010-11 Contract for Delivery and 301 projects out of 306 (98 percent) from the FY 2009-10 Contract for Delivery.

Environmental Document Milestones

In FY 2011-12, the planned total number of environmental document milestones is 211. The Department delivered 55 (33 percent of annual plan) final environmental documents and 10 (23 percent of annual plan) draft environmental documents.

Right of Way Program

In FY 2011-12, the Department received a right-of-way allocation of $217.5 million dollars. Though the end of the first quarter, the Department expended $51.9 million (24 percent of annual plan).

Construction Program

There are 763 on-going construction contracts valued at $10.402 billion.

FY 2011-12 Contract for Delivery

Each year, the Department Director signs a contract with each of the Department's 12 district directors committing RTL Milestones for delivery by quarter.

The Contract for Delivery is the Department's fiscal year plan and includes programmed projects and projects funded from other sources including maintenance, toll bridge, and partnership projects. The contract is not subject to change, so it does not include program amendments, emergency, or minor program projects.

The total estimated value at the "Ready To List" delivery milestone for all 279 projects in the FY 2011-12 Contract for Delivery is $3.232 billion.

28 projects out of 29 projects planned in the first quarter were delivered. An additional nine projects from future quarters were also delivered.

The one project that was not delivered was subsequently delivered shortly after the end of the quarter.

STATUS AS OF SEPTEMBER 30, 2011

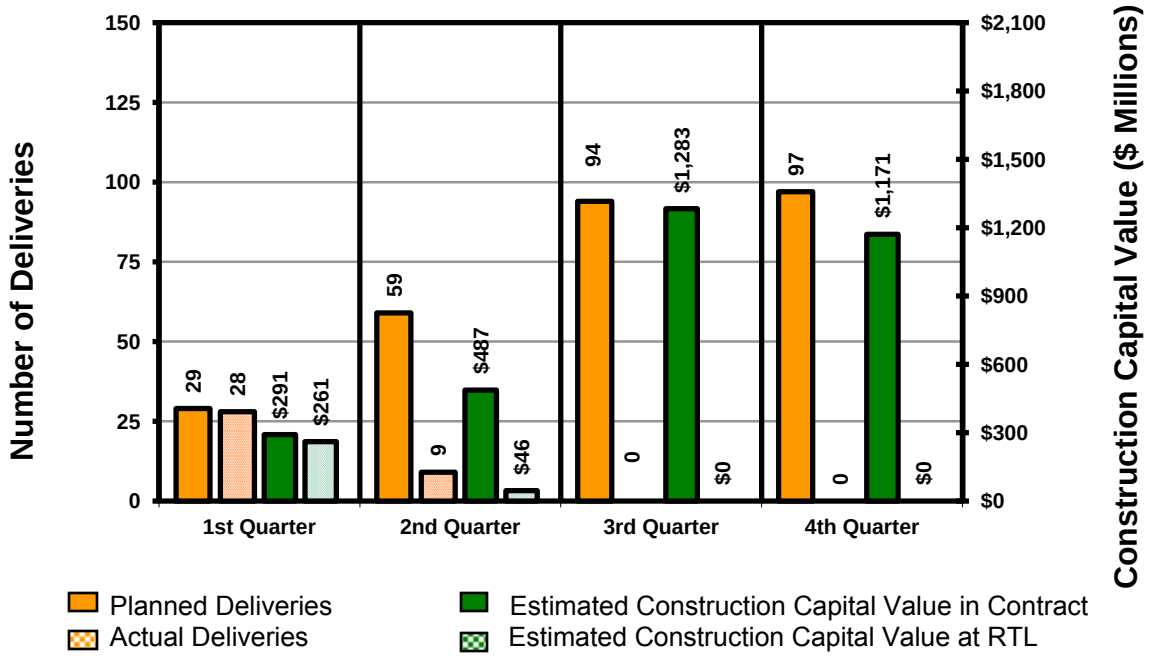
STATEWIDE

Contract for Delivery

FY 2011-12

Ready to List (RTL) Milestone Delivery

Description	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	TOTAL
NUMBER OF DELIVERIES					
Planned	29	59	94	97	279
Actual	28	9	0	0	37
CONSTRUCTION CAPITAL VALUE ($ MILLIONS)					
Estimate in Contract	$ 291.3	$ 486.7	$ 1,283.3	$ 1,170.7	$ 3,232.0
Estimated at RTL	$ 260.9	$ 45.7	$ 0.0	$ 0.0	$ 306.5



The California Department of Transportation Contract for Delivery! FY 2011/2012

1st Quarter Delivery Report 29 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
3	2A920	SHOPP	PLA	089	$40,550	$17,605	$15,528	REHAB PAVEMENT AND DRAINAGE SYSTEM ENV IMPR PROGRAM PROJECT (EIP)					04/03/12
4	23564	CMIA/STIP	SM	101	$25,348	$4,264	$5,295	CONSTRUCT NEW AUXILIARY LANES		★		★	12/15/11
4	2A260	SHOPP	SCL	152	$3,800	$2,192	$3,023	NEAR GILROY, AT FERGUSON ROAD, REA LIGN AND SIGNALIZE INTERSECTION		★			02/20/12
4	2E230	SHOPP	CC	004	$1,888	$378	$208	TREAT BRIDGE DECK WITH METHACRYLATE RESIN,REPLACE JOINT SEALS AND		★	AADD		05/22/12
4	4A882	SHOPP	SON	128	$330	$54	$114	ENVIRONMENTAL MITIGATION		★		★	12/15/11
4	4S370	SHOPP	ALA	580	$735	$190	$866	INSTALL ROCK SLOPE PROTECTION AND ROCK SLOPE PROTECTION FABRIC, RE-		★			11/24/11
5	0M14V	SHOPP	SB	101	$740	$167	$192	LANDSCAPE MITIGATION PLANTING AT THE CATHEDRAL OAKS OC AND OH				★	11/14/11
5	0S310	SHOPP	SCR	001	$1,604	$492	$415	CONCRETE MEDIAN BARRIER			★	★	01/03/12
5	0T910	HM-b	SB	001	$300	$122	$103	PAINT BRIDGE			★		12/16/11
5	34951	STIP	MON	101	$685	$395	$265	LANDSCAPE				★	01/13/12
6	0E070	SHOPP	TUL	099	$10,500	$1,573	$1,101	PAVEMENT REHABILITATION		★			01/03/12
6	0F800	SHOPP	TUL	5711	$700	$341	$322	HAZARDOUS WASTE MITIGATION	★	★	AADD	★	11/15/11
6	0L640	SHOPP	KER	099	$80,000	$1,104	$836	REPLACE EXISTING #2 & #3 LANE WITH CRCP & PLACE 10 FT PCC OUTSIDE			★		01/06/12
7	27980	SHOPP	LA	010	$1,500	$380	$111	CONST MAINTENANCE VEHICLE PULLOUTS AADD			AADD	★	01/12/12
8	0F240	SHOPP	RIV	015	$304	$565	$592	REPAIR EXHAUST HOODS & WARNING SIGN INSTALL AUTOMATED DETECTION/REPAIR				★	02/16/12
8	0K240	SHOPP	SBD	040	$36,198	$2,400	$540	GRIND AND OVERLAY PAVEMENT, UPGRADE EXISTING GUARDRAIL & REPLACE DIKE			AADD	★	02/15/12
8	0K280	SHOPP	SBD	040	$23,219	$1,611	$681	GRIND 45 MM AND OVERLAY 60 MM AC					02/15/12
8	0N120	HM-p	SBD	062	$6,055	$250	$214	PLACE SEAL COAT AND SLURRY SEAL			AADD	★	02/02/12
10	0Q610	SHOPP	MPA	049	$1,973	$514	$276	WIDEN ROADWAY FOR LEFT TURN CHANNELIZATION			AADD		10/03/11
10	26444	SHOPP	AMA	088	$18,590	$5,372		ROADWAY REHABILITATION.		★	★	09/26/11	01/24/12
11	26200	SHOPP	SD	075	$1,800	$410	$396	PAVEMENT REHABILITATION OF MAINLINE AND SHOULDERS		★	AADD		12/01/11
11	26530	SHOPP	SD	015	$7,156	$959	$519	PAVEMENT REHABILITATION	★		AADD		12/06/11

FIRST QUARTER JULY 1 - SEPTEMBER 30 **Status as of 9/30/2011**

AADD -	Authority to Advertise District Delegation	RA -	Recovery Act
B - CMIA -	Bond - Corridor Mobility Improvement Account	Retro-SW -	Retrofit Soundwall
B - RTE99 -	P1B SR99 Improvement	RM2 -	Regional Measure 2
HM - b -	Highway Maintenance - bridge	STIPP -	State Transportation Improvement Program
HM - d -	Highway Maintenance - drainage	TCIP -	Trade Corridors Improvement Program
HM - p -	Highway Maintenance - pavement	TCRP -	Traffic Congestion Relief Program
L - Reimb -	Local Reimbursed	TOLL -	Other Toll
M - Reimb -	Measure Reimbursed	TOLL-R -	Toll Retrofit
MTC -	Metropolitan Transportation Commission	VAR -	Various
PE -	Preliminary Engineering	SHOPP -	State Highway Operation Protection Prog.
Ph2 Ret -	Phase 2 Retrofit	B-SHOPP -	Bond - State Highway Operations Protection Program Augmentation

Completed
Completed Ahead of Schedule
Behind Schedule
To Be Completed/Awarded

Awarded
Awarded Ahead of Schedule
Award Behind Schedule

PE Support <= 80% of Budget
PE Support >= 120% of Budget
PE Support Within Budget
Future RTL Status Date

The California Department of Transportation Contract for Delivery!

FY 2011/2012

1st Quarter Delivery Report 29 Planned Deliveries

DISTRICT	PROJECT	PROGRAM	COUNTY	ROUTE	EST. CONST. CAPITAL VALUE IN CONTRACT (1000's)	BUDGETED PE SUPPORT (1000's)	ACTUAL PE SUPPORT (1000's)	PROJECT DESCRIPTION	PROJ APP & ENV DOC	RIGHT OF WAY CERT	PLANS, SPECS, EST.	READY TO LIST	AWARD
11	26610	SHOPP	IMP	008	$13,442	$670	$296	PAVEMENT REHABILITATION OF MAINLINE, SHOULDERS, AND RAMPS			★		12/16/11
11	28080	SHOPP	SD	078	$2,200	$360	$425	INSTALL RUMBLE STRIPS AND UPGRADE END TREATMENTS					10/19/11
11	29840	SHOPP	SD	054	$3,065	$593	$509	INSTALL MEDIAN BARRIER			AADD		12/08/11
11	29870	SHOPP	SD	079	$600	$288	$267	CENTERLINE RUMBLE STRIPS AND SHOULDER UPGRADE			AADD		11/16/11
11	2E006	LOCAL TAX	SD	056	$3,180	$395	$494	MITIGATION SITE HABITAT RESTORATION				★	11/06/11
11	2T088	LOCAL TAX	SD	015	$1,864	$409	$186	LANDSCAPE: MANAGED LANES - NORTH SEGMENT			AADD	★	01/20/12
11	2T097	STIP	SD	015	$3,000	$835	$371	LANDSCAPE: MANAGED LANES - SOUTH SEGMENT			AADD	★	11/04/11
					$291,326	$44,888	$34,145						

FIRST QUARTER JULY 1 - SEPTEMBER 30 **Status as of 9/30/2011**

AADD -	Authority to Advertise District Delegation	RA -	Recovery Act
B - CMIA -	Bond - Corridor Mobility Improvement Account	Retro-SW -	Retrofit Soundwall
B - RTE99 -	P1B SR99 Improvement	RM2 -	Regional Measure 2
HM - b -	Highway Maintenance - bridge	STIPP -	State Transportation Improvement Program
HM - d -	Highway Maintenance - drainage	TCIP -	Trade Corridors Improvement Program
HM - p -	Highway Maintenance - pavement	TCRP -	Traffic Congestion Relief Program
L - Reimb -	Local Reimbursed	TOLL -	Other Toll
M - Reimb -	Measure Reimbursed	TOLL-R -	Toll Retrofit
MTC -	Metropolitan Transportation Commission	VAR -	Various
PE -	Preliminary Engineering	SHOPP -	State Highway Operation Protection Prog.
Ph2 Ret -	Phase 2 Retrofit	B-SHOPP -	Bond - State Highway Operations Protection Program Augmentation

- Completed
- Completed Ahead of Schedule
- Behind Schedule
- To Be Completed/Awarded
- Awarded
- Awarded Ahead of Schedule
- Award Behind Schedule
- PE Support <= 80% of Budget
- PE Support >= 120% of Budget
- PE Support Within Budget
- Future RTL Status Date

Program Delivery Summary

This section describes by funding programs the number and dollar value of all projects delivered.

Intercity Rail Program

For FY 2011-12, ten Intercity Rail projects valued at $39.1 million are programmed for delivery.

Number of Intercity Rail Projects

	Q1	Q2	Q3	Q4	Annual
Plan	3	0	3	4	10
Actual	3	0	0	0	3

Value of Intercity Rail Projects

	Q1	Q2	Q3	Q4	Annual
Plan	$ 13.4	$ 0.0	$ 10.6	$ 15.1	$ 39.1
Actual	$ 13.4	$ 0.0	$ 0.0	$ 0.0	$ 13.4

AB 1740 Retrofit Soundwall Program

All 63 planned projects with a construction value of $215 million have been delivered within the program budget of $226 million.

	Delivered		Construction Completed	
Locations	63	100%	61	97%
Value	$ 215	95%	$ 211	93%

The balance of $11 million is being held in reserve pending settlement of any potential claims and closing out of all projects. The last two projects under construction have completion dates of February 2012 and July 2014.

Delivery Summary of All Programs

Through the end of the first quarter, FY 2011-12, the Department delivered a total of 63 projects valued at $375 million from all programs.

Projects are shown below by the planned program and dollar value.

Projects by Funding Programs	Number		Value	
	Annual Plan	FYTD	Annual Plan	FYTD
STIP (w TCRP,TFA)	29	4	$ 503.8	$ 14.1
SHOPP	184	31	$ 1,082.6	$ 273.0
BOND	25	1	$ 992.4	$ 17.8
Partnership*	24	5	$ 572.1	$ 35.6
TBSRA	1	0	$ 62.1	$ 0.0
Maintenance (CFD)	40	2	$ 53.2	$ 6.3
Minor (CFD)	9	0	$ 5.9	$ 0.0
Subtotal	312	43	$ 3,272.1	$ 346.8
Emergency		9		$ 13.3
Minor		0		$ 0.0
Maintenance		11		$ 15.1
Total		63		$ 375.2

** Partnership funds include all local funds and federal fund subventions given to local agencies.*

Detailed Delivery Summary of All Projects by Programs

Programs	Annual Number of Projects			Annual Dollar Value of Projects		
	Plan	Actual	Percent	Plan	Actual	Percent
STIP Program						
STIP (w TCRP,TFA)	19	1	5	$ 464.7	$ 0.7	<1
Intercity Rail	10	3	30	$ 39.1	$ 13.4	34
Advanced** STIP		0			$ 0	
TOTAL STIP	29	4	14	$ 503.8	$ 14.1	3
SHOPP Program						
SHOPP (w Augmentation)	182	29	16	$ 1,081.7	$ 272.1	25
Amended** SHOPP	2	2	100	$ 0.9	$ 0.9	100
Advanced** SHOPP		0			$ 0.0	
TOTAL SHOPP	184	31	17	$ 1,082.6	$ 273.0	25
Other ** Programs in Contract (excluding Intercity Rail Bond Program)						
BOND	25	1	4	$ 992.4	$ 17.8	2
TBSRA	1	0	0	$ 62.1	$ 0.0	0
Partnership	24	5	21	$ 572.1	$ 35.6	6
Maintenance	40	2	5	$ 53.2	$ 6.3	12
Minor	9	0	0	$ 5.9	$ 0.0	0
TOTAL "Other"	99	8	8	$ 1,685.7	$ 59.7	4
Additional ** Programs						
Emergency		9			$ 13.3	
Minor		0			$ 0.0	
Maintenance		11			$ 15.1	
TOTAL "Additional"		20			$ 28.4	
TOTAL All Programs						
STIP	29	4	14	$ 503.8	$ 14.1	3
SHOPP	184	31	17	$ 1,082.6	$ 273.0	25
Other	99	8	8	$ 1,685.7	$ 59.7	4
Subtotal	312	43	14	$ 3,272.1	$ 346.8	11
Additional		20			$ 28.4	
TOTAL		63			$ 375.2	

** *Notes:*

Additional – Recent projects not in contract. Includes funding reservations.

Amended – Added or deleted to program by amendment.

Advanced – Delivered early from future program year. (Not included in planned numbers)

Other – planned non-STIP/SHOPP projects committed in contract.

Delivery Percentages – Advances in contracts are included in planned figures, other advances are not included in planned figures, but are added to delivered figures.

Due to multiple funding sources on some projects, the sum of contract projects by funding source will exceed the number of planned contract projects.

Historical Program Delivery Comparison

1st Quarter "Annual Plan" Comparison

Number of STIP Projects

	11-12	*09-10	08-09	07-08	06-07
Annual Plan	29	29	34	54	52
FYTD	4	2	2	12	13
Percent	14	7	6	22	25

Value of STIP Projects

	11-12	*09-10	08-09	07-08	06-07
Annual Plan	$ 504	$372	$ 416	$1,002	$436
FYTD	$ 14	$ 18	$ 7	$ 239	$ 24
Percent	3	5	2	24	6

Number of SHOPP Projects

	11-12	*09-10	08-09	07-08	06-07
Annual Plan	184	172	89	189	179
FYTD	31	41	48	64	76
Percent	17	24	54	34	42

Value of SHOPP Projects

	11-12	*09-10	08-09	07-08	06-07
Annual Plan	$1,083	$ 981	$1,422	$1,755	$1,273
FYTD	$ 273	$ 248	$ 100	$ 269	$ 421
Percent	25	25	7	15	33

Total Number of All Projects

	11-12	*09-10	08-09	07-08	06-07
FYTD	63	85	101	124	221

Total Value of All Projects

	11-12	*09-10	08-09	07-08	06-07
FYTD	$375	$575	$528	$751	$683

*Note: There was no First Quarter, FY 10-11 report.

Prior Years' Contract For Delivery Award Status

This section describes the contract award status projects in past years for the annual Contract for Delivery.

Contract Award Status

Progress continues to be made to get past years' contracts for delivery projects awarded.

Contract Award Status	Plan	Awarded	Percent
FY 2010-11 Contract for Delivery	346	279	81
FY 2009-10 Contract for Delivery	306	301	98
FY 2008-09 Contract for Delivery	334	334	100
FY 2007-08 Contract for Delivery	294	292	100
FY 2006-07 Contract for Delivery	286	286	100
FY 2005-06 Contract for Delivery	174	174	100

Historical Delivery Comparison

A report was not prepared for first quarter FY 2010-11. So a comparison cannot be made to last year's first quarter award status.

Contracts Not Yet Awarded

Of the 72 projects not yet awarded, 56 projects have been allocated and are currently out to bid. Three projects are delayed until the right of way certification can be upgraded to advertise, and two projects remain to be delivered. 11 projects have minor issues to be completed and should be put out to bid shortly.

Contracts Not Yet Awarded	Number
Project currently bid	56
Delivered with RW Cert #3	3
Not delivered yet	2
To be put out to bid soon	11
Total	72

See appendix for a list of projects not yet awarded

Environmental Document Milestones

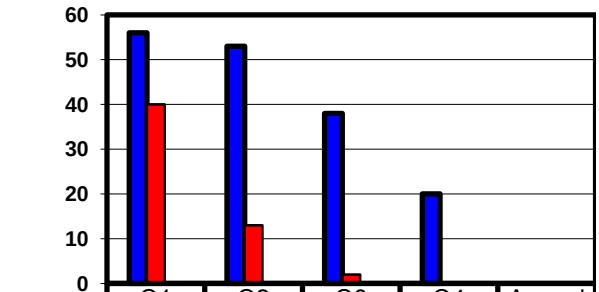
Environmental Delivery Commitment

As part of this report, the Department reports on delivery for the upcoming year of the two environmental milestones that require CTC action for consideration of future funding. The two milestones include Draft Environmental Documents (DED) and Final Environmental Documents (FED). To provide a comprehensive view of environmental documents under development, the Department also includes Categorical Exclusions that do not require CTC review or action. For FY 2011-12, the Department has planned delivery of 211 environmental milestones.

For FY 2011-12, through the end of the first quarter, the Department delivered 65 (31 percent of annual plan) environmental milestones.

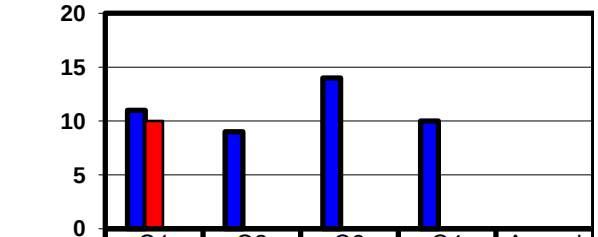
Through the end of the first quarter, none of the planned environmental documents have slipped outside FY 2011-12 (milestones shown in appendix).

Number of FED Milestones



	Q1	Q2	Q3	Q4	Annual
Plan	56	53	38	20	167
Actual	40	13	2	0	55
FYTD	71%	25%	5%	0%	33%

Number of DED Milestones



	Q1	Q2	Q3	Q4	Annual
Plan	11	9	14	10	44
Actual	10	0	0	0	10
FYTD	91%	0%	0%	0%	23%

Historical Delivery Comparisons

As a benchmark for comparison, below are historical environmental milestone delivery trend charts for the current year and past four years.

Past 1st Qtr PAED Milestones

	11-12	09-10	08-09	07-08	06-07
Plan	167	148	151	168	113
FYTD	55	63	67	62	41
Percent	33	43	44	37	36

Past 1st Qtr DED Milestones

	11-12	09-10	08-09	07-08	06-07
Plan	44	34	41	47	44
FYTD	10	7	4	9	5
Percent	23	21	10	19	11

Right of Way

Right of Way Delivery Commitment

The Department's R/W delivery commitment is twofold. One delivery commitment is to utilize funds approved by the CTC for acquisition of R/W. The second delivery commitment is to secure all necessary R/W requirements and to certify R/W for all projects scheduled for delivery in the current year.

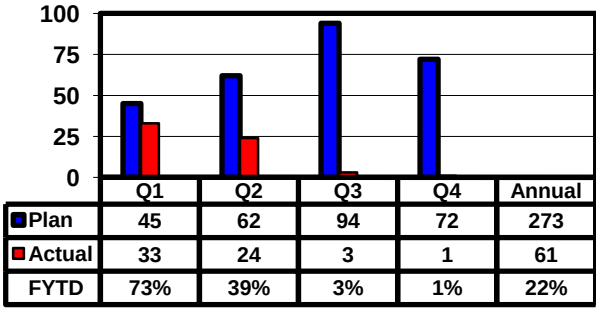
Right of Way Expenditures

R/W activities and expenditures are outlined by the categories below:

Category ($millions)	Plan	FYTD	Percent
Capital Projects			
STIP	$ 93.0	$ 24.9	27
SHOPP	$ 38.2	$ 23.5	62
Subtotal	$ 131.2	$ 48.4	37
Specific Categories			
Post Certifications	$ 70.1	$ 2.2	3
Inverse Condemnation	$ 15.2	$ 1.1	7
Project Development	$ 1.0	$ 0.2	20
Subtotal	$ 86.3	$ 3.5	4
TOTAL	$ 217.5	$ 51.9	24

For FY 2011-12, the Department requested and received a R/W allocation of $219.4 million.

Right of Way Certifications



For FY 2010-11, the planned number of R/W certifications is 273. Through the end of the first quarter, FY 2010-11, the Department completed a total of 61 R/W certifications, 22 percent of the annual plan.

Historical Delivery Comparisons

As a benchmark for comparison, below are historical R/W delivery trend charts for the current year and past four years.

Past 1st Qtr Right of Way Expenditures

	11-12	09-10	08-09	07-08	06-07
Plan	$217.5	$237.7	$235.9	$284.0	$302.0
FYTD	$ 51.9	$ 40.3	$ 30.1	$ 40.7	$153.6
Percent	24	17	13	14	51

Past 1st Qtr Right of Way Certifications

	11-12	09-10	08-09	07-08	06-07
Plan	273	281	304	245	280
FYTD	61	100	107	81	116
Percent	22	36	35	33	41

Construction Program

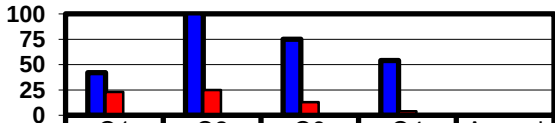
PLANNED CONSTRUCTION PROGRAM

(Excludes some projects such as minor, program amendments and emergency.)

Construction Delivery Commitment

Delivery in the eyes of our customers is achieved when capital improvements are delivered to the traveling public. This is best measured by when the construction contract is accepted.

Planned Construction Contracts Accepted



	Q1	Q2	Q3	Q4	Annual
Plan	42	101	75	54	272
Actual	23	25	13	4	65
FYTD	55%	25%	17%	7%	24%

Through the end of the first quarter, FY 2010-11, the Department had accepted a total of 65 major construction contracts (24 percent) out of a total of 272 planned contracts identified in the Department's delivery plan.

Historical Delivery Comparison

As a benchmark for comparison, shown are historical delivery trend charts for planned major construction contract acceptances.

Past 4th Qtr Construction Contracts Accepted

	11-12	09-10	08-09	07-08	06-07
Plan	272	226	213	248	237
FYTD	65	70	70	78	66
Percent	24	33	33	31	28

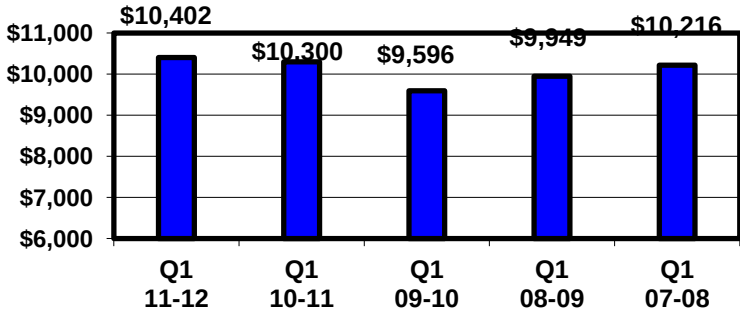
OVERALL CONSTRUCTION PROGRAM

(Includes planned programmed projects and additional minor A, amendments, and some minor B projects that are not programmed.)

Under Construction

At the end of the first quarter, FY 2011-12, the Department had 763 contracts valued at $10,402 million under construction.

Value of Ongoing Contracts ($ millions)



1st Quarter Construction Program Results

Construction Starts – 123 construction contracts valued at $756 million were started (including minor A and some minor B projects that are not programmed).

Accepted Contracts – 171 construction contracts valued at $741 million were accepted.

Arbitration - The Department currently has 38 construction contracts in arbitration. One new arbitration case was filed, and six contracts were settled or received a arbitration decision.

Appendix

(A) Glossary

(B) Prior Years' Contracts For Delivery Award Status
Projects Not Yet Awarded

(C) Environmental Documents

(D) Status of Major Projects with Right of Way

(E) Construction Contract Administration

Glossary

#

1st – First

2nd – Second

3rd – Third

4th - Fourth

A

AB – Assembly Bill

B

BATA – Bay Area Toll Authority

BIP –

BOND – Proposition 1B Bond Program

C

Cap – Capital (has construction)

CE – Categorical Exemption

Cert - Certification

CTC – California Transportation Commission

Cty - County

D

Doc – Document

D-EA – District and expenditure authorization

DED – Draft environmental document

E

ED – Environmental Document

EIR – Environmental Impact Report

Emerg – Emergency funded project

Env - Environmental

F

FED – Final environmental document

FY – Fiscal Year

FYTD – Fiscal year to date

N

ND – Negative Declaration

NOP – Notice of Preparation

P

PART – Partnership (local funded projects delivered by state including contributor funds on state funded projects (counts all non-STIP or non- SHOPP Funds)

PAED – Project approval and environmental document

PM – Post Mile

PSE – Plans, specifications and estimate

Q

Q1 – First Quarter

Q2 – Second Quarter

Q3 – Third Quarter

Q4 – Fourth Quarter

Qtr – Quarter

R

RTL – Ready to list

Rte – Route

R/W – Right-of-way

RWC – Right-of-way certification

S

SDWLL – Retrofit Soundwall funded project

SHOPP – State Highway Operations and Protection Program

STIP – State Transportation Improvement Program

T

TBSRA – Toll Bridge Seismic Retrofit Account

TCRF – Traffic congestion relief funds

Prior Years' Contracts for Delivery Award Status
Projects Not Yet Awarded

Projects initial bid.

FY CFD	D-EA	Pgm	Cty	Rte	Description	Value	Ready to List	Vote	Advertise	Bid Opening	Award Status
10-11	01-39910	SHOPP	Hum	36	Pavement Rehabilitation	$ 13,300	06/28/11	08/10/11	09/19/11	10/18/11	Target 10/18/11
10-11	01-47501	SHOPP	Hum	254	Repair Storm Damage	$ 2,000	06/16/11	08/10/11	10/03/11	11/08/11	Bids opended. Award pending.
10-11	01-47550	SHOPP	HUM	36	Repair Storm Damage	$ 1,510	06/16/11	08/10/11	10/03/11	11/08/11	Bids opended. Award pending.
10-11	01-47620	SHOPP	MEN	253	Repair Storm Damage	$ 4,300	06/22/11	08/10/11	09/26/11	11/02/11	Bids opended. Award pending.
10-11	01-47920	SHOPP	LAK	29	Pavement Rehabilitation	$ 7,908	05/13/11	06/23/11	08/22/11	10/12/11	Target 11/1/11
10-11	02-2C222	SHOPP	SHA	299	Bridge Scour	$ 3,914	06/28/11	09/15/11	10/10/11	11/08/11	Target 11/29/11
10-11	03-0A580	SHOPP	YUB	70	Rehab,Update Truck Turn Radii, Repair	$ 35,000	07/15/11	08/10/11	09/06/11	12/06/11	Target 2/15/12
10-11	03-0A690	SHOPP	Sie	49	Rehabilitate Rdwy	$ 16,250	06/27/11	08/10/11	10/17/11	11/15/11	Bids opended. Award pending.
10-11	03-1F750	SHOPP	COL	20	Rehabilitate Roadway	$ 11,000	06/28/11	08/10/11	09/12/11	10/11/11	Target 1/15/12
10-11	03-2F010	SHOPP	YOL	5	In And Near Woodland From	$ 16,000	06/30/11	08/10/11	10/10/11	11/08/11	Bids opended. Award pending.
10-11	03-2F020	SHOPP	ED	50	In And Near Placerville From 0.3	$ 17,000	06/01/11	08/10/11	09/12/11	10/18/11	Target 1/16/12
10-11	03-2F040	SHOPP	SAC	80	Near Sacramento From Madison	$ 7,500	06/06/11	08/10/11	09/12/11	11/30/11	Target 1/16/12
10-11	03-2F050	SHOPP	YOL	113	In And Near Davis From Solano County	$ 7,500	06/20/11	08/10/11	09/26/11	11/15/11	Bids opended. Award pending.
10-11	03-3E030	SHOPP	SAC	80	Upgrade Mbgr End Treatments On Non-	$ 4,882	02/03/11	08/10/11	09/26/11	10/26/11	Target 1/16/12
10-11	04-04907	TOLL	CC	80	Replace Timber Fenders Piers 2 & 3	$ 11,161	06/28/11	BATA	08/29/11	12/14/11	Target 10/1/11
10-11	04-0C880	SHOPP	SCL	85	Pavement Rehabilitation	$ 16,000	06/29/11	08/10/11	10/31/11	12/07/11	Target 1/6/12
10-11	04-1A682	SHOPP	ALA	880	Roadway Rehabilitation	$ 22,000	06/21/11	08/10/11	08/29/11	10/19/11	Target 12/1/12
10-11	04-2708U	SHOPP	SM	280	Replacement Landscaping	$ 3,000	04/20/11	06/23/11	07/11/11	Postponed	
10-11	04-3S580	SHOPP	Mrn	37	Traffic Conrol, Dewatering, Cleanup	$ 1,288	06/21/11	09/15/11	10/31/11	11/30/11	Target 1/9/12
10-11	04-4A07U	SHOPP	ALA	580	Construct Truck Climbing Lane,	$ 75,920	05/17/11	06/23/11	07/25/11	09/27/11	Target 12/15/11
10-11	04-4S480	SHOPP	CC	4	Regrade Existing Slope, Install	$ 250	11/02/10	05/12/11			Target Awd 11/16/11
10-11	04-4S490	SHOPP	CC	4	Regrade Existing Slope, Install	$ 150	11/02/10	05/12/11			Target Awd 11/22/11
10-11	04-4S500	SHOPP	CC	680	Install New Drainage Pipe, Manholes And	$ 175	10/20/10	05/12/11			Target Awd 11/22/11
10-11	05-0M750	SHOPP	SCR	1	Pavement Rehabilitation	$ 24,760	06/15/11	08/10/11	09/12/11	12/07/11	Target 11/1/11
10-11	05-0P970	SHOPP	Mon	68	Pavement Rehabilitation	$ 7,997	06/15/11	08/10/11	09/12/11	10/18/11	
10-11	07-12727	STIP	LA	138	Widen Conventional Highway (Seg 12)	$ 21,000	06/15/11	08/11/11	09/19/11	11/10/11	Bids opended. Award pending.

10-11	07-20211	SHOPP	LA	710	Rehabilitate Roadway	$ 217,000	06/30/11	08/10/11	10/10/11	01/12/12	Target 1/24/12
10-11	07-21591	STIP	LA	5	Widening Alondra Av Oc	$ 52,812	06/30/11	08/10/11	09/06/11	10/27/11	Target 12/30/11
10-11	07-2332A	SHOPP	LA	5	Construct Truck Lane	$ 102,626	05/27/11	06/23/11	07/18/11	09/08/11	Target 11/10/11
10-11	07-25160	SHOPP	VEN	101	Slab Replacement And Grind	$ 57,000	06/27/11	08/10/11	10/03/11	12/15/11	Target 12/19/11
10-11	07-25280	SHOPP	LA	5	Pavement Rehabilitation	$ 130,000	06/29/11	08/10/11	09/12/11	11/03/11	Bids opended. Award pending.
10-11	07-25350	SHOPP	LA	5	Upgrade Median Barrier	$ 28,363	06/21/11	06/23/11	08/01/11	09/15/11	Target 12/9/11
10-11	07-25490	SHOPP	LA	14	Pavement Rehabilitation	$ 19,320	06/17/11	08/10/11	10/31/11	01/26/12	Target 3/13/12
10-11	07-26070	CMIA	VEN	101	Hov Lanes *Combined	$ 116,300	06/30/11	08/10/11	10/03/11	12/01/11	Target 1/4/12
10-11	07-28690	SHOPP	LA	60	Pavement Rehabilitation	$ 110,000	06/23/11	08/10/11	09/26/11	11/17/11	Bids opended. Award pending.
10-11	07-4S980	SHOPP	VEN	126	Rebuild Slope And Add Rsp	$ 850	06/08/11	08/10/11	09/26/11	10/20/11	Target 11/17/11
10-11	07-4Y180	SHOPP	LA	605	Bridge Preservation	$ 2,066	06/20/11	08/10/11	09/19/11	10/27/11	Target 12/8/11
10-11	07-4Y240	SHOPP	LA	110	Repair Decks, Rails And Replace Joint	$ 1,028	09/07/11	08/10/11	09/12/11	10/20/11	Target 10/24/11
10-11	08-0E410	SHOPP	RIV	10	Replace Portion Of The Bridge Deck	$ 2,654	06/14/11	08/10/11	10/17/11	12/01/11	Target 1/30/12
10-11	08-0G480	SHOPP	SBD	15	Seismic Retrofit Bridges(3)	$ 2,132	03/10/11	05/12/11	07/25/11	10/13/11	Target 11/7/11
10-11	08-0K150	SHOPP	SBD	15	Grind 45 Mm, Overlay 60 Mm	$ 17,995	05/20/11	08/10/11	10/17/11	12/01/11	Target 12/26/11
10-11	08-0P160	SHOPP	SBD	10	Treat Decks W/Methacrylate,	$ 1,124	04/20/11	06/23/11	09/06/11	10/06/11	Target 11/7/11
10-11	08-0P180	SHOPP	SBD	40	Place Overlay, Methacrylate Deck	$ 2,136	05/05/11	06/23/11	09/06/11	09/29/11	Target 11/21/11
10-11	08-33487	Part	RIV	215	Replacement Highway Planting	$ 1,760	10/19/11	Local	11/14/11	01/05/12	Target 1/5/12
10-11	08-38434	SHOPP	SBD	10	Install Rms & Vds & Widen On-Ramps	$ 19,100	04/19/11	10/27/11	11/28/11	02/02/12	Target 4/9/12
10-11	08-44840	CMIA	RIV	91	Add Hov Lanes, Modify Ic'S	$ 171,146	06/30/11	08/10/11	09/26/11	12/08/11	Target 12/8/11
10-11	08-47222	SHOPP	SBD	15	Pavement Rehabilitation	$ 110,000	06/27/11	08/10/11	11/14/11	01/26/12	Target 2/23/12
10-11	10-0A840	STIP	SJ	12	Operational Improvements At	$ 19,400	05/26/11	08/10/11	10/10/11	12/07/11	Target 12/28/11
09-10	10-34042	CMIA	TUO	108	Construct Stage 2 Of Sonora Bypass	$ 34,800	05/13/10	01/24/11	08/15/11	11/16/11	Target 1/11/12
10-11	11-2M270	HM	IMP	111	Profile Grind And Ar Chipseal	$ 4,400	02/22/11	HM	09/19/11	10/20/11	Target 11/19/11
10-11	11-29671	SHOPP	SD	75	Repair/Upgrade Sidewalks And	$ 1,032	05/19/11	08/11/11	08/08/11	09/08/11	Target 11/7/11
10-11	11-40330	SHOPP	SD	5	Clean And Treat Bridge Deck With	$ 1,200	05/19/11	06/23/11	08/15/11	09/15/11	Target 12/23/11
10-11	12-0H029	SHOPP	ORA	91	Resurface The Travel Ways Of	$ 28,653	06/28/11	08/10/11	11/14/11	01/26/12	Target 1/15/12
10-11	12-0H030	SHOPP	ORA	142	Pavement Rehabilitation	$ 4,000	05/24/11	08/10/11	10/03/11	11/03/11	Bids opended. Award pending.
10-11	12-0H232	SHOPP	ORA	5	Install Cms At Various Freeway	$ 2,600	02/14/11	05/12/11	07/25/11	08/25/11	Target 11/23/11
10-11	12-0J430	SHOPP	ORA	74	Pavement Rehabilitation	$ 9,783	05/27/11	08/10/11	10/10/11	11/10/11	Bids opended. Award pending.
					$	1,603,045					

Projects delivered, however RW certification needs to be upgraded to vote

10-11	08-0C121	SHOPP	SBD	395	Widen Median & Shoulders, Install	$ 39,452	06/30/11				Needs upgraded RW Cert, target 4/12/12
09-10	10-0A872	CMIA	STA	219	Widen To 4 Lanes And Intersection Improvements	$ 26,000	06/30/10	Target Dec 11			
09-10	10-41570	SR99	MER	99	Arboleda	$ 127,000	05/25/11	Target Dec 11			
						$ 192,452					

Projects delivered, not allocated with issue pending

10-11	04-01407	SHOPP	ALA	80	Planting And Irrigation	$ 565	06/01/11				Needs federal aid approval.
10-11	04-44882	SHOPP	SCL	152	Planting And Environmental	$ 2,018	06/20/11				Recent delivery.
10-11	04-4S270	SHOPP	CC	24	Install Downdrain, Grading And	$ 850	06/30/11				Recent delivery.
10-11	04-4S550	SHOPP	MRN	101	Replace Existing Fill With Lighweight Fill	$ 2,224	09/29/11				Needs federal aid approval.
10-11	04-4S580	SHOPP	SM	1	Construct Lined Ditch And Place	$ 399	05/26/11				Recent delivery.
10-11	08-0K200	SHOPP	SBD	18	Widen Roadway And Add Left-Turn	$ 862	06/29/11				Recent delivery.
09-10	08-0N120	HM	SBD	62	Place Seal Coat	$ 3,200	12/22/09				Scope of work changed, being re-designed.
10-11	08-36850	SHOPP	SBD	15	Const Comm Veh Enforcement Facility	$ 71,244	06/30/11				Needs federal aid approval.
10-11	11-2T095	CMIA	SD	15	Managed Lanes - South Segment	$ 47,453	11/14/11	Target Dec 11			Recent delivery.
10-11	04-4A920	STIP	SM	101	Install Tos Infrastructure	$ 10,200	01/28/11	Target Jan 12			Concurrent amendment with vote in January
10-11	10-41580	STIP	MER	99	Plainsburg	$ 74,581	06/20/11	Target Jun 12			Delay award to stage construction w Arboleda
						$ 213,596					

Projects not yet delivered

09-10	01-26200	STIP	MEN	101	Construct 4-Lane Freeway, Phase 1	$ 164,201					Willits Bypass - project not delivered due to environmental permitting issues.
10-11	03-40660	SR99	SUT	99	Construct Interchange And	$ 21,300					Permit issue being elevated for resolution.
						$ 185,501					

Final Environmental Document (FED) Milestone Delivery

First Quarter - 56 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	
01	0A410	SHOPP	MEN	101	REHABILITATE BRIDGE	
01	0A590	SHOPP	MEN	001	REHAB BRIDGE DECKS	
01	47490	SHOPP	MEN	001	REPAIR STORM DAMAGE	
01	47502	SHOPP	HUM	254	REPAIR STORM DAMAGE	
01	47660	SHOPP	MEN	128	REPAIR STORM DAMAGE	
02	0E400	STIP	SHA	005	UPGRADE VISTA POINT	
02	0E440	STIP	SIS	097	TURN LANE	
02	0E450	STIP	TEH	005	INSTALL NATIVE LANDSCAPING	
02	0E840	STIP	SIS	003	INSTALL LEFT TURN LANE AT JUNIPER DRIVE	
02	3E640	SHOPP		5	METHACRYLATE, REPLACE JOINT SEALS	
02	3E890	SHOPP		5	HMA THIN BLANKET OVERLAY	
03	1A842	SHOPP	ED	089	STORM WATER IMPROVEMENTS	
03	2F260	SHOPP	PLA	080	REPAIR CUT SLOPE	
03	4E500	STIP	SIE	089	CONSTRUCT WILDLIFE CROSSING	
04	15113	CMIA	ALA	580	INSTALL RAMP METERING AND HOV BYPASS	
04	15300	CMIA	ALA	092	INSTALL RAMP METERING	
04	15310	CMIA	ALA	680	INSTALL RAMP METERING & TOS	
04	15320	CMIA	SCL	680	INSTALL RAMP METERING & TOS	
04	15350	CMIA	SOL	080	INSTALL RAMP METERING & TOS	
04	15420	CMIA	SCL	085	INSTALL RAMP METERING & TOS	
04	1G560	SHOPP	ALA	880	REMOVE MBGR AND INSTALL TYPE 60A	
04	3S900	SHOPP	MRN	001	CONSTRUCT TIE-BACK WALL	
04	4A320	SHOPP	SM	280	INSTALL METAL BEAM GUARDRAILING	
04	4S660	SHOPP	MRN	001	REPLACE EMERGENCY REPAIR WALL	
05	0Q630	SHOPP	SLO	101	CONSTRUCT MEDIAN BARRIER	
05	0R510	SHOPP	SCR	001	ADA CURB RAMPS AND MINOR SIDEWALKS	
06	0G830	STIP	KER	099	WIDEN FREEWAY FROM 6 TO 8 LANES	
06	0G840	STIP	KER	099	WIDEN FREEWAY FROM 6 TO 8 LANES	
06	0G900		MAD	041	CONSTRUCT PASSING LANES	
06	0M210	SHOPP	FRE	005	METHACRYLATE, REPLACE JOINT SEALS	
06	0M230	SHOPP	FRE	041	METHACRYLATE, REPLACE JOINT SEALS	
06	0M270	SHOPP	KER	058	METHACRYLATE, REPLACE JOINT SEALS	
06	0M290	SHOPP	KER	058	PLACE METHACRYLATE DECK SEAL	
06	0N400	SHOPP	KER	058	PLACE ROCK SLOPE PROTECTION	
06	43070	STIP	TUL	216	WIDEN AND REALIGNMENT O	
07	27750	SHOPP	LA	5	INSTALL PLANTS FOR EROSION CONTROL	
07	27760	SHOPP	LA	5	INSTALL PLANTS FOR EROSION CONTROL	
07	27770	SHOPP	LA	5	INSTALL PLANTS FOR EROSION CONTROL	
07	28500	SHOPP	LA	005	INSTALL AND UPGRADE SIGNAL	
07	2X930	SHOPP	LA	105	REPAIR SLOPE EROSIONS	
07	2X960	SHOPP	LA	710	RECONSTRUCT ERODED SLOPE	
08	0M830	SHOPP	SBD	015	UPGRADE PEDESTRIAN FACILITIES	
08	0N910	SHOPP	RIV	062	INSTALL TRAFFIC SIGNALS	
08	0P670	SHOPP	SBD	018	CURB RAMPS, SIDEWALK & PEDESTRIAN	
08	0P680	SHOPP	RIV	086	METHACRYLATE	
08	0P690	SHOPP	RIV	010	METHACRYLATE, REPLACE JOINT SEALS	
08	0P750	SHOPP	SBD	083	METHACRYLATE, REPLACE JOINT SEALS	
08	0P960	SHOPP	RIV	079	INSTALL MARKERS AND RUMBLE STRIPS	
10	0S860	SHOPP	SJ	099	HOTMIX ASPHALT OVERLAY	
10	0V560	SHOPP	SJ	099	STRAIGHTEN GIRDER, REPLACE DIAPHRAGM	
10	0V590	SHOPP		4	PAINT BRIDGE	
11	26501	STIP	SD	163	SCENIC/HISTORIC HIGHWAY PRESERVATION	
11	29770	STIP	SD	005	GRADE SEPARATION IMPROVEMENTS	
12	0K330	STIP	ORA	091	WILDLIFE CORRIDOR CONNECTIVITY	
12	0M140	SHOPP	ORA	405	ADA UPGRADES. OFF-RAMP	
12	0M160	SHOPP	ORA	057	ADA IMPROVEMENTS	

☆

Second Quarter - 53 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	
01	0A380	SHOPP	HUM	255	REHABILITATE BRIDGE	
01	0A400	SHOPP	HUM	000	REHABILITATE BRIDGE	
01	42370	SHOPP	HUM	299	RECONSTRUCT ROADWAY	
01	46390	SHOPP	HUM	000	RECONSTRUCT GUARD RAILING	
01	48470	SHOPP	MEN	001	MBGR, RUMBLE STRIPS, DRAINAGE INLETS	
01	48860	SHOPP	LAK	020	IMPROVE INTERSECTION	
01	49660	SHOPP	VAR	000	REHABILITATE BRIDGE	
02	2C225	SHOPP	TEH	036	BRIDGE SCOUR	
02	2E620	SHOPP	TEH	036	CURVE IMPROVEMENT	
02	2E730	SHOPP	TEH	032	CURVE IMPROVEMENT, WIDENING	
02	36070	SHOPP	SHA	299	ROADWAY REHABILITATION	
03	2F670	SHOPP	YOL	113	ADA CURB RAMP UPGRADES	
03	2F700	SHOPP	YOL	080	RECONSTRUCT EMBANKMENT	
03	3E100	SHOPP	PLA	080	VERTICAL CLEARANCE FOR PERMIT VEH	
03	4E590	SHOPP	ED	049	INCREASE SUPERELEVATION OF CURVE	
03	4E990	SHOPP	BUT	099	INSTALL TRAFFIC SIGNAL	
03	4M240	SHOPP	SAC	051	BRIDGE DECK PRESERVATION, JOINT REPAIR	
04	15330	CMIA	SCL	101	INSTALL RAMP METERING, TOS	
05	0F700	SHOPP	MON	068	BRIDGE WIDENING	
05	0C901	SHOPP	SCR	001	INSTALL CCTV AND SIGNS	
05	0R830	SHOPP	SB	001	ADA CURB RAMPS AND MINOR SIDEWALKS	
05	0T000	SHOPP	SB	154	INTERSECTION IMPROVEMENTS	
05	1A480	SHOPP	MON	001	METHACRYLATE DECK SEAL, REPLACE	
06	0K450	SHOPP	KER	014	METHACRYLATE & POLYESTER CONCRETE	
06	0J920	SHOPP	FRE	145	CONSTRUCT ROUNDABOUT	
06	0M020	STIP	FRE	168	ENHANCE VISTA POINT	
06	0M220	SHOPP	KER	005	PAINT BRIDGES	
06	0N070	SHOPP	KER	005	MAINTENANCE	
07	2X940	SHOPP	LA	110	REPAIR SLOPE EROSIONS	
07	2X980	SHOPP	LA	014	REPAIR SLOPE	
07	25900	SHOPP	LA	001	SAND FILTERS & INFILTRATION DEVICES	
07	25880	SHOPP	LA	000	SOIL STABILIZATION & REVEGETATION	
07	27680	SHOPP	LA	210	INSTALL PLANTS FOR EROSION CONTROL	
07	27710	SHOPP	LA	210	INSTALL PLANTS FOR EROSION CONTROL	
07	3X020	SHOPP	VEN	150	CONSTRUCT SOLDIER PILE WALLS	
08	0J850	SHOPP	SBD	138	REHABILITATE BRIDGE	
08	0N590	SHOPP	SBD	040	BRIDGE REPLACEMENT	
08	0P560	SHOPP	SBD	095	CENTERLINE GROUND IN RUMBLE STRIPS	
08	0Q240	SHOPP	SBD	138	REPAIR/REPLACE 42" CULVERTS	
10	0U620	SHOPP	SJ	005	BRIDGE SOFFIT & COLUMN REPAIR	
10	0S940	SHOPP	MER	152	DOUBLE THRIE BEAM BARRIER IN MEDIAN	
10	0T160	SHOPP	SJ	026	HORIZONTAL CURVE REALIGNMENT	
10	0U480		STA	108	PEDESTRIAN ACCESSIBILITY IMPROVEMENTS	
10	0W070	SHOPP	TUO	120	REPLACE BRIDGE DECK	
10	0W090	SHOPP		VAR	METHACRYLATE, REPLACE JOINT SEALS	
10	0W150	SHOPP		99	PAINT BRIDGE	
11	05631	STIP	SD	011	CONSTRUCT FREEWAY & PORT OF ENTRY	
11	25711		SD	076	CONSTRUCT 4 LANE HIGHWAY	
11	25714	☆	SD	076	INTERCHANGE	
11	29040	SHOPP	SD	094	PAVEMENT REHABILITATION	
11	29480	STIP	IMP	186	PEDESTRIAN/TRANSIT FACILITIES -(TE)	
12	0L410	SHOPP	ORA	133	STABLILIZE ROADWAY AND EMBANKMENT	
12	0L760	SHOPP	ORA	405	METHACRYLATE, REPLACE JOINT SEALS	

Legend

	Completed
N	Not Needed due to Env Doc Change
P	Env Doc Done, Project Report Pending
	Behind Schedule
	To Be Completed
	Delay Out of Year

Final Environmental Document (FED) Milestone Delivery (page 2)

Third Quarter - 38 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	
01	36330	SHOPP	HUM	101	ROADWAY REHABILITATION	
01	47940	STIP	DN	199	WIDENING & BRIDGE REPLACEMENT	
02	0C250	STIP	SIS	005	OPERATIONAL IMPROVEMENTS TO RAMPS	
02	2E740	SHOPP	SHA	299	CURVE IMPROVEMENT	
02	3E650	SHOPP	SHA	910	BRIDGE MAINTENANCE	
02	3E690	SHOPP	MOD	299	SHOULDER WIDENING	
02	3E710	SHOPP	VAR			
03	0F680	SHOPP	SAC	080	REPLACE JOINTS AND SUPER-REHAB	
03	1F740	SHOPP	COL	020	CAPM OVERLAY AND SHOULDER BACKING	
03	2F300	SHOPP	BUT	070	REHABILITATE PAVEMENT	
03	2F350	SHOPP	NEV	020	PAVEMENT REHABILITATION	
03	2F360	SHOPP	NEV	020	AC OVERLAY, REPLACE GUARDRAIL	
03	3C900	SHOPP	SAC	012	REHABILITATE PAVEMENT	
04	1G250	SHOPP	SF	080	REPLACE LIGHTING	
04	1G260	SHOPP	SF	080	REPLACE LIGHTING	
04	1G420	SHOPP	SON	116	RETAINING WALL, PLACE ROCK PROTECTION	
04	1G550	SHOPP	CC	080	EMBANKMENT MBGR	
04	15270	SHOPP	CC	004	RAMP METERING AND TOS	
04	4A260	SHOPP	ALA	580	INSTALL METAL BEAM GUARDRAIL	
05	0R530	SHOPP	SLO	001	ADA CURB RAMPS	
05	0S030	SHOPP	SB	001	CURB RAMPS AND SIDEWALK EXTENSIONS	
06	0K390	SHOPP	KER	058	BRIDGE REPLACEMENT	
06	0L390	SHOPP	KER	099	RIGHT TURN LANE OF THE SB ONRAMP	
06	0N850	SHOPP	TUL	099	PAVEMENT REHAB / AC OVERLAY (RAC)	
06	32451	STIP	TUL	099	REPLACEMENT PLANTING	
06	47150	STIP	TUL	099	RECONSTRUCT INTERCHANGE	
07	25920	SHOPP	LA	010	SAND FILTERS & INFILTRATION DEVICES	
08	0K310	SHOPP	SBD	095	VERICAL CURVE ALIGNMENT	
08	0K710	SHOPP	SBD	015	REALIGN AND RECONFIGURE CONNECTORS	
08	0N510	SHOPP	RIV	015	REPLACE GUARDRAIL W CONCRETE BARRIER	
08	0Q110	SHOPP	RIV	010	REPLACE CHAIN LINK & BARBED WIRE FENCE	
08	44655	STIP	RIV	071	WILDLIFE STUDY	
11	40670	SHOPP	SD	005	PAVEMENT REHABILITATION	
11	2T190		SD	015	CONSTRUCT CLASS 1 BIKE PATH	
12	0L750	SHOPP	ORA	091	SHOULDER WIDENING, SIGNING, STRIPING	
12	0L770	SHOPP	ORA	39	SAFETY LIGHTING AND MODIFY SIGNALS	
12	0L780	SHOPP	ORA	39	SAFETY LIGHTING AND MODIFY SIGNALS	
12	0L790	SHOPP	ORA	39	SAFETY LIGHTING AND MODIFY SIGNALS	

Fourth Quarter - 20 Planned Deliverables

D	EA	Pgm	Cty	Rte	Description	
03	4E480	STIP	SAC	099	INSTALL NATIVE PLANTING	
04	2356A	STIP	SM	101	REPLACEMENT LANDSCAPING	
04	2A320	SHOPP	NAP	121	BRIDGE REPLACEMENT (SCOUR)	
04	2A330	SHOPP	ALA	084	SIGHT DISTANCE, UPGRADE SHOULDERS	
04	2G310					
04	15160	SHOPP	MRN	101	INSTALL RAMP METERING	
04	4S450	SHOPP	MRN	001	REPAIR WASH OUT AND EMBANKMENT	
04	4S920	SHOPP	SON	001	CONSTRUCT SOLDIER PILE WALL	
05	31600	STIP	MON	156	WIDEN TO 4-LN DIVIDED EXPRESSWAY	
06	0H100	SHOPP	FRE	168	AC OVERLAY	
06	0H630	SHOPP	TUL	198	ADA COMPLIANCE UPGRADES	
06	0H640	SHOPP	KER	099	ADA COMPLIANCE UPGRADES	
07	28420	STIP	LA	005	TRANSPORTATION ENHANCEMENT	
07	28450	STIP	LA	014	TRANSPORTATION ENHANCEMENT	
08	0M280	SHOPP	SBD	015	REPLACE 2 BRIDGES	
08	0N570	SHOPP	SBD	040	BRIDGE SIESMIC RETROFIT	
08	3401U	STIP	SBD	138	WIDEN TO 4 LNS	
08	38350	SHOPP	RIV	74	REPLACE BRIDGE	
08	44910	SHOPP	RIV	111	REPLACE BRIDGE	
12	0G331	STIP	ORA	091	HIGHWAY REPLACEMENT PLANTING	

Legend

	Completed
☆	Completed Ahead of Planned Quarter
N	Not Needed due to Env Doc Change
P	Env Doc Done, Project Report Pending
	Behind Schedule
	To Be Completed
	Delay Out of Year (see delay categories below)

Draft Environmental Document (DED) Milestone Delivery

First Quarter - 11 Planned DED Deliverables

D	EA	Pgm	Cty	Rte	Description	
01	42370	SHOPP	HUM	299	RECONSTRUCT ROADWAY	
02	2E620	SHOPP	TEH	036	CURVE IMPROVEMENT	
02	36070	SHOPP	SHA	299	ROADWAY REHABILITATION	
04	28120	STIP	NAP	029	CONSTR SB FLYOVER FR RTES 221-29/12	
06	0J920	SHOPP	FRE	145	CONSTRUCT ROUNDABOUT	
07	2X940	SHOPP	LA	110	REPAIR SLOPE EROSIONS	
07	3X020	SHOPP	VEN	150	CONSTRUCT SOLDIER PILE WALLS	
08	38350	SHOPP	RIV	74	REPLACE BRIDGE	
08	0N590	SHOPP	SBD	040	BRIDGE REPLACEMENT	
10	0W070	SHOPP	TUO	120	REPLACE BRIDGE DECK	
11	29770	STIP	SD	005	GRADE SEPARATION IMPROVEMENTS	

Second Quarter - 9 Planned DED Deliverables

D	EA	Pgm	Cty	Rte	Description	
01	48860	SHOPP	LAK	020	IMPROVE INTERSECTION	
04	16030	SHOPP	ALA	084	REPLACE BRIDGE	
04	2A320	SHOPP	NAP	121	BRIDGE REPLACEMENT (SCOUR)	
05	0G040	SHOPP	SLO	101	HIGHWAY REHAB	
05	0N700	STIP	SB	101	CONSTRUCT HOV LANES	
06	0L390	SHOPP	KER	099	RELOCATE TURN LN SB ONRAMP	
07	2X980	SHOPP	LA	014	REPAIR SLOPE	
08	0K310	SHOPP	SBD	095	VERICAL CURVE ALIGNMENT	
11	2T190		SD	015	CONSTRUCT CLASS 1 BIKE PATH	

Third Quarter - 14 Planned DED Deliverables

D-EA		Pgm	Cty	Rte	Description	
03	0F230	SHOPP	SAC	050	REHABILITATE TWO BRIDGE DECKS	
03	1A843	SHOPP	ED	089	STORM WATER QUALITY IMPROVEMENTS	
03	1A845	SHOPP	ED	089	STORM WATER QUALITY IMPROVEMENTS	
03	4E860	SHOPP	PLA	193	IMPROVE AND WIDEN CURVE	
05	0T640	SHOPP	SBT	025	CURVE CORRECTION	
06	0H630	SHOPP	TUL	198	ADA COMPLIANCE UPGRADES	
06	0H640	SHOPP	KER	099	ADA COMPLIANCE UPGRADES	
06	0J530	SHOPP	TUL	190	INTERSECTION IMPROVEMENTS	
06	43260	SHOPP	FRE	033	BRIDGE REPLACEMENT	
06	46150	SHOPP	TUL	190	AC OVERLAY, CHANNELIZATION	
08	04351	STIP	SBD	58	REALIGN & WIDEN 2 TO 4 LANE EXPWY	
08	0M280	SHOPP	SBD	015	REPLACE 2 BRIDGES	
10	0F280	SHOPP	CAL	004	CONSTR WALL FOR SEDIMENT CONTROL	
11	17790		SD	005	CONSTR DIRECT RWY TO FWY CONNECTORS	

Fourth Quarter - 10 Planned DED Deliverables

D-EA		Pgm	Cty	Rte	Description	
01	43060	SHOPP	HUM	254	REPLACE BRIDGE RAILS AND WIDEN	
01	49710	SHOPP	MEN	271	HAZARDOUS WASTE MITIGATION	
03	0F690	SHOPP	BUT	070	REPLACE BRIDGE	
04	0A020	SHOPP	SON	001	REALIGN ROADWAY	
08	0G900	SHOPP	SBD	247	CONSTRUCT STANDARD PAVED SHOULDER	
08	0N560	SHOPP	SBD	040	BRIDGE REPLACEMENT	
08	0N591	SHOPP	SBD	040	BRIDGE REPLACEMENT	
08	33630	SHOPP	SBD	38	REPLACE BRIDGE DECK, UPGRADE RAIL	
09	33500	SHOPP	MNO	395	MITIGATE MONO LAKE ROCKFALL	
11	26330	STIP	IMP	008	REVISED INTERCHANGE	

- Completed
- ☆ Completed Ahead of Schedule
- Behind Schedule
- To Be Completed
- Delay Out of Year (see delay categories below)

2011/12 FY Right of Way Capital Major Project List

D	EA	PPNO	Cty	Rte	Description	RW Cert Date	RW Capital All Funds	RW Capital STIP/ SHOPP	Doc Year	Total RW Capital Estimate	2012 FY Alloc Plan	TOTAL FYTD Commitments as of 10/05/11	Allocation Expended %	Allocation Remaining	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
01	262001	0125F	MEN	101	CONSTRUCT 4-LANE FREEWAY, PHASE 1	5/28/2010	33,000	26,750	2010	32,935	5,320,000	352,814	6.6%	4,967,186	352,814			
03	0C4701	8655	YOL	016	WIDEN SH & CONSTR LEFT TURN LANE RT TRN POCKETS, INTERSEC IMPROVEMNT	4/15/2012	12,300	12,300	2010	12,265	3,685,000	32,857	0.9%	3,652,143	32,857			
03	0E9301	2273	BUT	070	WIDEN ROADWAY AND PLACE RUBBERIZED HMA AND HMA TYPE A	8/16/2010	2,600	2,600	2010	2,011	1,025,000	95,000	9.3%	930,000	95,000			
03	1A7320	3233B	ED	050	STORM WATER QUALITY IMPROVEMENTS OVERLAY, WIDEN SHLDR, REPL CULVERTS	7/2/2012	1,756	1,756	2010	1,517	1,419,000	24,751	1.7%	1,394,249	24,751			
03	1A8440	3453D	ED	089	STORM WATER QUALITY IMPROVEMENTS O/L, WIDEN, ADD DIKES & RET BASINS	7/15/2012	2,123	2,123	2010	1,836	1,802,000	7,500	0.4%	1,794,500	7,500			
03	3C3800	3258	ED	050	STORM WATER MITIGATION	12/1/2012	3,704	3,704	2010	3,034	1,092,000	27,563	2.5%	1,064,437	27,563			
04	1637E1	0619E	SF	101	SOUTH ACCESS TO GOLDEN GATE BRIDGE DOYLE DR REPLACEMENT PROJECT-ALL	7/21/2010	32,300	32,300	2010	90,000	17,539,000	17,487,353	99.7%	51,647	17,487,353			
04	245441	0789E	SON	101	COLLEGE AVENUE IMPROVEMENT	8/20/2012	4,430	4,100	2010	4,100	1,208,000	13,047	1.1%	1,194,953	13,047			
04	264081	0360H	SON	101	CONSTRUCT INTERCHANGE ON RTE 101 AT PETALUMA BLVD;INCLUDING FRONTAGE	3/30/2012	13,280	10,810	2010	12,630	4,605,000	0	0.0%	4,605,000	0			
04	2A4400	0485K	SCL	152	IMPROVE SIGHT DISTANCE, UPGRADE SHOULDERS AND PROVIDE	1/5/2012	2,413	2,413	2010	1,471	1,160,000	87,833	7.6%	1,072,167	87,833			
04	2A6200	8085A	SOL	012	INSTALL LEFT TURN POCKETS, FROM AZAVEDO RD TO LIBERTY ISLAND RD	4/1/2012	1,972	1,972	2010	1,710	1,320,000	2,250	0.2%	1,317,750	2,250			
04	4A5100	0609K	SF	280	REPLACE BRIDGE HINGES	11/1/2012	3,751	3,751	2010	3,570	2,483,000	0	0.0%	2,483,000	0			
05	0G1600	1850	SB	166	RELOCATE DRAINAGE DITCHES	9/1/2012	1,545	1,545	2010	1,500	1,003,000	0	0.0%	1,003,000	0			
05	315800	0058E	MON	101	CONSTRUCT NEW INTERCHANGE AT SAN JUAN ROAD	4/2/2012	26,900	16,450	2010	26,899	6,125,000	36,971	0.6%	6,088,029	36,971			
06	325501	4330	KIN	198	CONSTRUCT INTERCHANGE	8/5/2011	5,804	5,804	2010	5,804	3,942,000	211,216	5.4%	3,730,784	211,216			
06	471000	5346	MAD	099	MODIFY INTERCHANGE	5/1/2012	6,700	2,023	2010	6,513	1,940,000	35,200	1.8%	1,904,800	35,200			
07	117071	0306H	LA	010	CONSTRUCT HOV LANES	3/21/2008	44,400	19,300	2008	47,269	2,071,000	12,340	0.6%	2,058,660	12,340			
07	1170U1	0309N	LA	010	CONSTRUCT HOV LANES & SOUNDWALLS *COMB WITH 117081 & 111721	4/6/2012	20,000	20,000	2010	31,944	5,000,000	1,000	0.0%	4,999,000	1,000			
07	119341	0310B	LA	10	CONSTRUCT HOV LANE IN EA DIRECTION *OVERSIGHT ONLY*PR & ENVR ONLY*$	4/6/2012	8,000	8,000	2010	6,306	3,723,000	500	0.0%	3,722,500	500			
07	1218W1	1218W	LA	005	CONST HOV LN & IC MODIFICATION *POR=121821,121831	1/17/2012	74,500	36,840	2010	48,536	1,080,000	0	0.0%	1,080,000	0			

2011/12 FY Right of Way Capital Major Project List

D	EA	PPNO	Cty	Rte	Description	RW Cert Date	RW Capital All Funds	RW Capital STIP/ SHOPP	Doc Year	Total RW Capital Estimate	2012 FY Alloc Plan	TOTAL FYTD Commitments as of 10/05/11	Allocation Expended %	Allocation Remaining	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr
07	127271	0694Q	LA	138	WIDEN CONVENTIONAL HIGHWAY (SEG 12) *SPLIT=1272U1	5/6/2011	6,606	6,606	2010	7,795	1,700,000	94,869	5.6%	1,605,131	94,869			
07	202111	4137	LA	710	LONG LIFE PAVEMENT & WIDEN BRIDGES	5/6/2011	3,000	3,000	2010	3,660	1,400,000	0	0.0%	1,400,000	0			
07	202121	4137A	LA	710	LONG LIFE PAVEMENT & WIDEN BRIDGES	1/8/2013	14,500	14,500	2010	23,297	3,824,000	1,580,334	41.3%	2,243,666	1,580,334			
07	215911	4153	LA	005	ROADWAY WIDENING (SEG 1) *POR=2159A1	5/10/2011	30,000	3,315	2010	35,953	7,057,000	200	0.0%	7,056,800	200			
07	215921	2808	LA	005	ROADWAY WIDENING (SEG 2) *POR=2159A1	1/4/2013	249,994	89,757	2010	256,647	15,000,000	77,250	0.5%	14,922,750	77,250			
07	215931	4154	LA	005	ROADWAY WIDENING (SEG 3) *POR=2159A1	3/9/2012	49,587	10,633	2010	49,587	4,435,000	1,349,912	30.4%	3,085,088	1,349,912			
07	215941	4155	LA	005	ROADWAY WIDENING (SEG 4) *POR=2159A1	3/9/2012	111,583	85,404	2010	111,583	13,000,000	5,366,646	41.3%	7,633,354	5,366,646			
07	215951	4156	LA	005	ROADWAY WIDENING & STRIPING (SEG 5) *POR=2159A1	1/4/2013	36,452	36,452	2010	36,452	5,000,000	4,089,602	81.8%	910,398	4,089,602			
07	245401	3529	LA	010	INTERCHANGE IMPROVEMENTS *DESIGN-BUILD SCHEDULE!	12/6/2012	10,500	10,500	2010	10,500	4,266,000	0	0.0%	4,266,000	0			
08	0C1211	0259K	SBD	395	WIDEN MEDIAN & SHOULDER, INSTALL MEDIAN & SHOULDER RUMBLE STRIPS &	5/13/2011	4,908	4,908	2010	4,907	3,089,000	215,291	7.0%	2,873,709	215,291			
08	368501	0179B	SBD	015	CONST COMM VEH ENFORCEMENT FACILITY (CVEF)& AGRIC INSPEC FACILITY (AIF	4/25/2011	1,427	1,427	2010	2,028	1,300,000	0	0.0%	1,300,000	0			
08	444071	0194Q	SBD	215	POR SEG 11/210 PROJECT REPLACE 27TH ST OC CONSTRUCT RAMPS IMPROVE LOCA	11/24/2008	0	0	0	8,284	1,127,000	0	0.0%	1,127,000	0			
08	456001	0007D	RIV	010	CONSTRUCT INTERCHANGE	4/1/2009	10,749	10,749	2010	13,900	2,320,000	75,843	3.3%	2,244,157	75,843			
10	264441	2300	AMA	088	ROADWAY REHABILITATION.	7/1/2011	3,941	3,941	2010	2,478	1,060,000	143,536	13.5%	916,464	143,536			
10	340421	0021B	TUO	108	CONSTRUCT STAGE 2 OF SONORA BYPASS	3/30/2010	11,978	11,978	2010	12,707	1,767,000	104,048	5.9%	1,662,952	104,048			
10	381501	5917	MER	165	AC OVERLAY, DIGOUTS, INTERSECTION IMPROVEMENTS & SHOULDER WIDENING	5/31/2011	3,682	3,682	2010	4,087	2,666,000	47,500	1.8%	2,618,500	47,500			
10	415701	5414	MER	99	4E TO 6F ON 8F R/W ALIGNMENT	5/12/2011	24,900	24,900	2010	24,900	4,677,000	17,625	0.4%	4,659,375	17,625			
11	167891	0021G	IMP	078	CONSTRUCT FOUR LANE EXPRESSWAY	4/1/2010	17,369	5,460	2008	18,116	1,966,000	0	0.0%	1,966,000	0			
12	0E3101	4102	ORA	074	RECONSTRUCT IC AT SR-74	7/1/2012	28,753	28,753	2010	27,938	14,430,000	27,498	0.2%	14,402,502	27,498			
12	0F0601	2587	ORA	005	WIDEN S/B OFF-RAMP AND BRIDGE OC @ CAMINO DE ESTRELLA	7/1/2011	1,509	1,509	2010	1,369	1,154,000	0	0.0%	1,154,000	0			
12	0H2080	3577A	ORA	055	FLATTEN THE SLOPE ABOVE THE MAINTENANCE ACCESS ROAD	12/30/2011	11,670	11,670	2010	14,120	2,000,000	0	0.0%	2,000,000	0			
Grand Total											160,780,000	31,618,349	19.7%	129,161,651	31,618,349			

Division of Construction
CONTRACT ADMINISTRATION
Q1 Fiscal Year 2011/12 ($ in Millions)

Construction Contracts - Quarterly Status Report[a]	Q1 10/11		Q2 10/11		Q3 10/11		Q4 10/11		Q1 11/12	
	Number	Value	Number	Value	Number	Value	Number	Value	Number	Value
1. Ongoing Contracts @ Beginning of Quarter	686	$10,334	649	$10,300	612	$10,184	691	$10,758	811	$10,387
2. New Contracts this Quarter	120	$ 373	111	$ 917	192	$ 1,063	241	$ 805	123	$ 756
3. Accepted Contracts this Quarter	157	$ 407	148	$ 1,034	113	$ 489	121	$ 1,176	171	$ 741
Ongoing Contracts @ End of Quarter (1+2-3)	649	$10,300	612	$10,184	691	$10,758	811	$10,387	763	$10,402
4. Accepted Contracts @ Beginning of Quarter	1,084	$ 5,397	1,128	$ 5,282	1,192	$ 5,960	1,251	$ 6,166	1,288	$ 6,952
5. Accepted Contracts this Quarter	157	407	148	1,034	113	489	121	1,176	171	741
6. Contracts Closed this Quarter	111	513	78	309	50	277	81	245	87	200
7. New Contracts in Arbitration this Quarter	2	9	6	46	4	6	3	145	1	30
Accepted Contracts @ End of Quarter (4+5-6-7)[b]	1,128	$ 5,282	1,192	$ 5,960	1,251	$ 6,166	1,288	$ 6,952	1,371	$ 7,463
Accepted Contracts with claims only @ End of Quarter[c]	71	$894	91	$1,139	82	$1,023	56	$ 739	81	$ 1,554
8. Contracts in Arbitration @ Beginning of Quarter[d]	37	$560	37	$ 562	42	$ 608	46	$ 614	43	$ 684
9. New Contracts in Arbitration this Quarter	2	9	6	46	4	6	3	145	1	30
10. Contracts with Arbitration Settlements/Awards this Quarter	2	7	1	0	0	-	6	75	6	76
Contracts in Arbitration @ End of Quarter (8+9-10)	37	$ 562	42	$ 608	46	$ 614	43	$ 684	38	$ 638

a Quarterly figures updated to reflect revised or new data at the end of the current quarter.

b Accepted contracts with close-out activities in progress. Contracts in arbitration are not included.

c Beginning Quarter 1 of FY 2010/2011, quarterly figures exclude contracts that have a final estimate (FE), a district director determination (DDD), or district expenditures done (DED).

d A contractor may file for arbitration 240 days after project acceptance, or within 90 days after final determinations on claims have been made. Contractors must file within 90 days after the Department makes a final determination on claims or lose opportunity for arbitration. (Contractors have 180 days to file on contracts that were approved prior to January 1, 1999.)

Total dollar amount of claims at end of current quarter = $418M
Total dollar amount filed for in arbitration at end of current quarter = $98M

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5f.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **INFORMATIONAL REPORTS – DELEGATED ALLOCATIONS EMERGENCY G-11, SHOPP G-03-10 SAFETY, AND MINOR G-05-05**

SUMMARY:

Since the period reported at the last California Transportation Commission (Commission) meeting, the California Department of Transportation (Department) allocated or sub-allocated:

- $12,955,000 for 10 emergency construction projects, pursuant to the authority granted under Resolution G-11 *(2.5f.(1))*.
- $5,043,000 for two safety projects, pursuant to the authority granted under Resolution G-03-10*(2.5f.(3))*.
- $3,707,000 for five State Highway Operation and Protection Program (SHOPP) Minor A projects, pursuant to the authority granted under Resolution G-05-05 *(2.5f.(4))*.

As of October 26, 2011, the Department has allocated or sub-allocated the following for Fiscal Year (FY) 2011-12:

- $28,627,000 for 29 emergency construction projects.
- $24,779,000 for seven safety delegated projects.
- $5,693,000 for eight SHOPP Minor A projects.

BACKGROUND:

The Commission, by Resolution G-11, as amended by Resolution G-00-11, delegated to the Department authority to allocate funds to correct certain situations caused by floods, slides, earthquakes, material failures, slip outs, unusual accidents or other similar events.

This authority is operative whenever such an event:

1. Places people or property in jeopardy.
2. Causes or threatens to cause closure of transportation access necessary for:
    a. Emergency assistance efforts.
    b. The effective functioning of an area's services, commerce, manufacture or agriculture.
    c. Persons in the area to reach their homes or employment.

3. Causes either an excessive increase in transportation congestion or delay, or an excessive increase in the necessary distances traveled.

Resolution G-11 authorizes the Department to allocate funds for follow-up restoration projects associated with, and that immediately follow an emergency condition response project. Resolution G-11 also requires the Department to notify the Commission, at their next meeting, whenever such an emergency allocation has been made.

On March 30, 1994, the Commission delegated to the Department authority to allocate funds under Resolution G-11, as amended by Resolution G-00-11, for seismic retrofit projects. This authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

On March 28, 2001, the Commission approved Resolution G-01-10, as amended by Resolution G-03-10, delegating to the Department authority to allocate funds for SHOPP safety and pavement rehabilitation projects. This authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

Resolution G-05-05 authorizes the Department to sub-allocate funds for Minor projects. At the June 2011 meeting, the funding and project listing for the FY 2011-12 Lump Sum Minor Construction Program was approved by the Commission under Resolution FM-10-05.

The SHOPP, as approved by the Commission, is a four-year program of projects with the total annual proposed expenditures limited to the biennial Commission-approved Fund Estimate. The Commission, subject to monthly reporting and briefings, has delegated to the Department the authority to amend programmed projects, the authority to allocate funds for safety projects, and the authority to allocate funds to emergency projects. The Department uses prudent business practices to manage the combination of individual project cost increases and savings to meet Commission policies.

In all cases, the delegated authority allows the Department to begin work without waiting for the next Commission meeting to receive an allocation.

The Department has complied with the National Environmental Policy Act and the California Environmental Quality Act requirements in preparing these projects.

Attachment

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.	**Informational Report – Emergency G-11 Allocations** ***(2.5f.(1))***			
1 $560,000 Trinity 02U-Tri-36 4.5	Near Forest Glen, at 0.6 mile east of Laurel Road. An existing rock buttress retaining a previous slide area has become unstable causing heaving and displacement in the roadway at various locations. This project is to remove and reconstruct the rock buttress, grade and stabilize slope, improve drainage facilities and repair damaged pavement. Initial G-11 Allocation 10/05/11: $ 560,000 (Additional $16,000 was allocated for right of way purposes).	02-3475 SHOPP/11-12 0212000027 4 4E7304 Emergency	2010-11 302-0042 SHA 20.20.201.130	$560,000
2 $3,400,000 Sutter 03U-Sut-20 17.0	In Yuba City, at the Feather River Bridge (Bridge #18-0009). The March 2011 high water flows accelerated the scouring of this bridge to the point where there was approximately 19 feet of exposed piles under the footing to Pier 22. The structure was monitored 24 hours a day for movement. Initial allocation was to add additional piles, pile cap and new seal coarse at Pier 22. A temporary coffer dam and a trestle were necessary to provide access to the site. The first supplemental allocation was to retrofit other piers (19, 20, and 21) due to changing river dynamics and potential for extensive river bank erosion. This supplemental allocation is necessary for additional rock slope protection upstream from the structure, additional scour protection at Pier 21, environmental mitigation, and repair of a Yuba City parking lot used and damaged by heavy equipments during construction. Initial G-11 Allocation 04/28/11: $ 7,000,000 Supplemental G-11 Allocation 05/26/11: $ 2,700,000 Supplemental G-11 Allocation 10/26/11: $ 3,400,000 Revised Allocation: $13,100,000 (Additional $300,000 was allocated for right of way purposes).	03-8125 SHOPP/10-11 0300020737 4 2F6804 Emergency	2010-11 302-0042 SHA 20.20.201.130	$3,400,000
3 $4,000,000 Marin 04U-Mrn-1 2.6	Near Mill Valley, at 0.6 mile south of Panoramic Highway. As a result of last winter storms, a slipout created settlement on the roadway at this location. In August 2011, further settlement caused the buckling and separation of an existing culvert allowing culvert flows to seep out and further exacerbate the slipout movement. This project is to construct Cast-in-Drilled Hole (CIDH) pile wall to stabilize the roadway slope and repair the damaged culvert prior to the onset of the next winter season. Initial G-11 Allocation 10/26/11: $ 4,000,000 (Additional $50,000 was allocated for right of way purposes).	04-0174B SHOPP/11-12 0400020872 4 1SS074 Emergency	2010-11 302-0042 SHA 20.20.201.130	3 $4,000,000 Marin 04U-Mrn-1 2.6
4 $1,200,000 Santa Clara 04U-SCl-880 1.8	In San Jose, at Park Avenue. Groundwater is seeping out between two northbound lanes at this location and causing the concrete pavement to breakup and drop due to loss of base material. This project is to reconstruct the under-drain trench and drainage, replace permeable blanket, and reconstruct the pavement. Initial G-11 Allocation 10/18/11: $1,200,000	04-0408Q SHOPP/11-12 0412000214 4 4G1504 Emergency	2010-11 302-0042 SHA 20.20.201.130	4 $1,200,000 Santa Clara 04U-SCl-880 1.8
5 $500,000 San Mateo 04U-SM-35 28.9	In Daly City, at 0.3 mile north of Route 1. A drainage pipe failure due to last winter heavy rainstorms caused the slope to fail along Higate Drive below the highway. The slope damage was recently discovered by Maintenance crews. This project is to reconstruct the slope with rock slope protection (RSP) and repair the damaged 18-inch drainage pipe. Initial G-11 Allocation 10/05/11: $500,000	04-06361 SHOPP/11-12 0412000110 4 3G5604 Emergency	2010-11 302-0042 SHA 20.20.201.130	$500,000

2.5 Highway Financial Matters

Project# Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5f.	**Informational Report – Emergency G-11 Allocations** ***(2.5f.(1))***			
6 $900,000 San Mateo 04U-SM-280 6.7	Near Woodside, at Edgewood Road. Following heavy March 2011 rain, several sinkholes began to appear at this location. Recent inspection of the 54-inch, 400-foot long corrugated metal pipe (CMP) culvert at the Edgewood Road ramps revealed a rotted invert and a failed pipe. This project is to replace the failed culvert and backfill the sinkhole areas. Initial G-11 Allocation 10/18/11: $900,000	04-0680A SHOPP/11-12 0400021173 4 1SS274 Emergency	2010-11 302-0042 SHA 20.20.201.130	$900,000
7 $770,000 Los Angeles 07U-LA-2 40.3/61.6	In the Angeles National Forest. At Postmile (PM) 40.3 and also at PM 61.5. Late December 2010 storms saturated the hillside causing the steep slopes to fail at two locations (PM 40.3 and 61.5). Initial allocation was to excavate the slide material, rebuild the slopes and repair the roadway. The fill slope at PM 61.5 continued to expand requiring additional excavation, more backfill material and larger roadway repairs than was originally estimated resulting in the need for the first supplemental allocation. This supplemental allocation is due to environmental delays, unanticipated soil conditions and extensive erosion control measures. Initial G-11 Allocation 05/04/11: $2,900,000 Supplemental G-11 Allocation 07/11/11: $ 652,000 Supplemental G-11 Allocation 10/24/11: $ 770,000 Revised Allocation: $4,322,000 (Additional $777,000 was allocated for right of way purposes).	07-4443 SHOPP/10-11 0700021188 4 3X4204 Emergency	2010-11 302-0042 SHA 302-0890 FTF 20.20.201.130	$88,300 $681,700
8 $275,000 San Bernardino 08U-SBd-18 114.0	Near Adelanto, one mile east of Oasis Road. On September 21, 2011, two sinkholes were discovered at this location. A damaged 48-inch corrugated steel pipe culvert is found to be the cause of the sinkholes. This project is to replace the damaged culvert, repair the roadway, and conduct traffic control as necessary. Initial G-11 Allocation 10/05/11: $275,000	08-0190G SHOPP/11-12 0812000126 4 0R6004 Emergency	2010-11 302-0042 SHA 20.20.201.130	$275,000
9 $750,000 San Bernardino 08U-SBd-38 23.5/24.0	Near Angelus Oaks, in the San Bernardino National Forest. On September 19, 2011, a tanker truck transporting approximately 8,200 gallons of gasoline overturned at this location. Approximately 6,000 gallons spilled out and contaminated the soil on the north side of the highway. This project is to excavate portions of the shoulder and roadway in order to remove the contaminated soil and replace with clean soil including paving. Initial G-11 Allocation 10/05/11: $750,000	08-0204T SHOPP/11-12 0812000127 4 0R6104 Emergency	2010-11 302-0042 SHA 20.20.201.130	$750,000
10 $600,000 San Bernardino 08U-SBd-330 36.2/44.1	Near Highland, from 5.6 miles south of Live Oak Drive to State Route 18. Severe winter storms beginning in December 2010 caused multiple slides and washouts at this location causing full roadway closure. Initial project was to install debris racks, bore and jack replacement drainage pipes, construct access road, and repair damaged culverts. The first supplemental allocation was due to new discoveries during construction that required roadway realignment and additional backfill for sinkholes that developed during drainage pipe installation. This supplemental allocation is due to excess soil material on the site that needs removal and additional erosion control measures requested by environmental agencies. Initial G-11 Allocation 02/15/11: $6,000,000 Supplemental G-11 Allocation 07/29/11: $1,000,000 Supplemental G-11 Allocation 10/20/11: $ 600,000 Revised Allocation: $7,600,000	08-0255J SHOPP/10-11 0800020386 4 0Q5404 Emergency	2010-11 302-0042 SHA 302-0890 FTF 20.20.201.130	$69,000 $531,000

2.5 Highway Financial Matters

Project # Amount County Dist-Co-Rte Postmile	Location Project Description Allocation History	PPNO Program/Year Prgm'd Amount Project ID Adv. Phase EA	Budget Year Item # Fund Type Program Codes	Amount by Fund Type
Informational Report – SHOPP Safety-Resolution G-03-10 Delegated Allocations *(2.5f.(3))*				
1 $1,504,000 Kern 06S-Ker-5 69.6/73.1	Near Lebec, from 0.2 mile north to 0.9 mile north of Fort Tejon Overcrossing. Outcome/Output: Construct thrie-beam median barrier to reduce collisions and improve safety along 3.5 roadway centerline miles. Allocation date: 09/22/2011	06-6463 SHOPP/11-12 $1,636,000 0600000295 4 0L2204	2010-11 302-0042 SHA 302-0890 FTF 20.20.201.010	$30,000 $1,474,000
2 $3,539,000 Kern 06S-Ker-119 4.7/8.5	Near Bakersfield, from 0.2 mile east of Weed Creek to 0.3 mile east of Lakeview Wash Bridge. Outcome/Output: Widen shoulders and add rumble strips to reduce collisions and improve safety along 3.8 roadway centerline miles. Allocation date: 10/04/2011	06-6429 SHOPP/11-12 $3,564,000 0600000187 4 0J5204	2010-11 302-0890 FTF 20.20.201.010	$3,539,000

#	Dist	County	Route	Postmiles	Location/Description	EA	Program Code	Original Est. FM-09-06	Allocation
2.5f.	**Informational Report – Minor Construction Program – Resolution G-05-05 Delegated Allocations *(2.5f.(4))***								
1	04	Nap	29	36.9/38.1	Remove and replace asphalt concrete surfacing in downtown Calistoga from Junction Route 128 to Silverado Trail.	0G5304	201.121	$1,000,000	$803,000
2	04	Nap	128	4.0/4.6	Overlay asphalt concrete and replace culvert drainage aprons.	4C3514	201.121	$700,000	$624,000
3	06	Fre	99	Var	Install vehicle detection systems at various locations.	0M7604	201.315	$984,000	$845,000
4	06	Kin	5	19.1	Relocate two changeable message signs, construct maintenance vehicle pullouts to allow maintenance personnel safe access and install metal beam guardrail..	0L8004	201.235	$625,000	$680,000
5	10	Tuo	108	58.8	Construct soldier pile wall to mitigate erosion.	0S2404	201.150	$650,000	$755,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 3.1
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **MONTHLY REPORT ON PROJECTS AMENDED INTO THE SHOPP BY DEPARTMENT ACTION**

SUMMARY:

Since the October 2011 report to the California Transportation Commission (Commission), the California Department of Transportation (Department) has amended 17 new capital projects into the 2010 State Highway Operation and Protection Program (SHOPP), as summarized in the attachment. The Department maintains annual reservations to fund anticipated safety, emergency, and other high priority projects that need to be amended into the 2010 SHOPP. The amendments noted below will be funded from the Major Damage, Permanent Restoration, Safety Improvements Reservation and programming capacity provided through the updated 2010 SHOPP Fund Estimate approved April 2010.

2010 SHOPP Summary of New Projects by Category	No.	FY 2011/12 ($1,000)	FY 2012/13 ($1,000)	FY 2013/14 ($1,000)
Emergency Response	10	$9,226	$7,750	
Collision Reduction	7	$806	$2,094	$1,916
Total Amendments	17	$10,032	$9,844	$1,916

BACKGROUND:

In each even numbered year, the Department prepares a four year SHOPP defining major capital improvements necessary to preserve and protect the State Highway System. Periodically, the Department amends the SHOPP to address newly identified needs prior to the next programming cycle. This report identifies 17 new capital projects amended into the 2010 SHOPP.

The “List of New 2010 SHOPP Capital Project Amendments” provides specific project information.

Attachment

List of New 2010 SHOPP Capital Project Amendments

This list provides an overview of projects the Department has amended into the 2010 SHOPP since the October 2011 report. Copies of the actual amendments have been provided to Commission staff.

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg. /Congr. Dists. Perf. Meas.
Emergency Response							
10H-468 3475	2-Tri-36 4.5 4E730 02 1200 0027	Near Forest Glen, east of Laurel Road. Stabilize slope and repair roadway.	$16 (R/W) $560 (C)	11/12	PA & ED PS & E RW Sup Con Sup Total	$100 $0 $10 $120 $230	201.130 Assembly: 2 Senate: 4 Congress: 2 1 Location
10H-469 0636I	4-SM-35 28.9 3G560 04 1200 0110	In Daly City, north of Route 1. Repair roadway slope and drainage.	$500 (C)	11/12	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $175 $175	201.130 Assembly: 19 Senate: 8 Congress: 12 1 Location
10H-470 0680A	4-SM-280 6.7 1SS27 04 0002 1173	Near Woodside, at Edgewood Road. Replace culvert.	$900 (C)	11/12	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $270 $270	201.130 Assembly: 21 Senate: 11 Congress: 14 1 Location
10H-471 0408Q	4-SCl-880 1.8 4G150 04 1200 0214	In San Jose, at Park Avenue. Reconstruct under-drain trench and pavement.	$1,200 (C)	11/12	PA & ED PS & E RW Sup Con Sup Total	$0 $0 $0 $300 $300	201.130 Assembly: 22, 23 Senate: 13 Congress: 15, 16 1 Location
10H-472 0190G	8-SBd-18 114.0 0R600 08 1200 0126	Near Adelanto, east of Oasis Road. Repair culvert.	$275 (C)	11/12	PA & ED PS & E RW Sup Con Sup Total	$5 $0 $0 $75 $80	201.130 Assembly: 34 Senate: 17 Congress: 40 1 Location
10H-473 0204T	8-SBd-38 23.5/24.0 0R610 08 1200 0127	Near Angelus Oaks, in the San Bernardino National Forest. Repair roadway.	$750 (C)	11/12	PA & ED PS & E RW Sup Con Sup Total	$5 $10 $0 $50 $65	201.130 Assembly: 65 Senate: 31 Congress: 40 1 Location
10H-481 2347	1-Hum-299 R8.5 47441 01 1200 0162	Near Blue Lake, at 1.8 miles east of Buckley Road. Repair slide and upgrade drainage.	$25 (R/W) $5,000 (C)	11/12	PA & ED PS & E RW Sup Con Sup Total	$0 $100 $20 $752 $872	201.131 Assembly: 1 Senate: 2 Congress: 1 1 Location

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg. /Congr. Dists. Perf. Meas.
Emergency Response (continued)							
10H-483 4446	7-LA-1 41.8/42.1 3X450 07 1200 0164	In Malibu, 1 mile north of Topanga Canyon Road. Reconstruct roadway embankment, shoulder and repair failed drainage system.	$175 (R/W) $3,500 (C)	12/13	PA & ED PS & E RW Sup Con Sup Total	$10 $465 $50 $840 $1,365	201.131 Assembly: 41 Senate: 23 Congress: 30 1 Location
10H-484 4442	7-LA-2 32.5 3X410 07 1200 0165	In Angeles National Forest near La Canada Flintridge, 3 miles north of Woodwardia Canyon Bridge. Regrade slope and construct debris wall.	$25 (R/W) $3,500 (C)	12/13	PA & ED PS & E RW Sup Con Sup Total	$20 $450 $20 $875 $1,365	201.131 Assembly: 44 Senate: 29 Congress: 26 1 Location
10H-485 4433	7-LA-105 R2.6 3X350 07 1200 0166	In Hawthorne, at Inglewood Avenue. Reconstruct failed slope and hydro seed.	$50 (R/W) $500 (C)	12/13	PA & ED PS & E RW Sup Con Sup Total	$5 $75 $20 $125 $225	201.131 Assembly: 51 Senate: 25 Congress: 35 1 Location
Collision Reduction							
10H-486 4509	7-LA-210 R24.2 4T580 07 1200 0128	In Pasadena, at westbound Mountain Street offramp. Install traffic signal.	$370 (C)	12/13	PA & ED PS & E RW Sup Con Sup Total	$16 $130 $5 $113 $264	201.010 Assembly: 44 Senate: 21 Congress: 29 8 Collisions reduced
10H-474 2303	1-Hum-101 88.2/88.3 0A250 01 0002 0299	Near Arcata, at Route 101/299 junction. High Friction Surface Treatment.	$331 (C)	12/13	PA & ED PS & E RW Sup Con Sup Total	$0 $107 $9 $52 $168	201.010 Assembly: 1 Senate: 2 Congress: 1 32 Collisions reduced
10H-475 6603	6-Mad-99 20.2/21.6 0N200 06 0002 0447	Near Fairmead, at Avenue 21 ½; also south of Route 152 (PM 22.6/22.7). Construct median barrier.	$1,500 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	$0 $530 $10 $315 $855	201.010 Assembly: 25 Senate: 12 Congress: 19 15 Collisions reduced
10H-476 4508	7-LA-105 0.5 4T570 07 1200 0121	In the city of Los Angeles, near LAX and El Segundo on the eastbound on-ramp from southbound Route 1. Safety improvements to address wet pavement collisions.	$985 (C)	12/13	PA & ED PS & E RW Sup Con Sup Total	$50 $200 $5 $250 $505	201.010 Assembly: 53 Senate: 28 Congress: 36 96 Collisions reduced

Amend # PPNO	Dist-Co-Rte PM EA Project ID	Project Location and Description of Work	R/W Cost Const. Cost ($1,000)	FY	Support Costs ($1,000)		Program Code Leg. /Congr. Dists. Perf. Meas.
Collision Reduction (continued)							
10H-477 4507	7-LA-107 4.2 4T560 07 1200 0123	In Torrance and Redondo Beach, at 182nd Street. Install protected left-turn phasing, upgrade traffic signals, and improve ADA facilities.	$408 (C)	12/13	PA & ED PS & E RW Sup Con Sup Total	$30 $100 $10 $100 $240	201.010 Assembly: 53 Senate: 28 Congress: 36 51 Collisions reduced
10H-478 0258Q	8-SBd-478 16.2 0P310 08 0000 1017	In Adelanto, at Bartlett Avenue. Install traffic signals.	$5 (R/W) $411 (C)	13/14	PA & ED PS & E RW Sup Con Sup Total	$286 $274 $23 $198 $781	201.010 Assembly: 36 Senate: 17 Congress: 25 20 Collisions reduced
10H-482 6499	6-Ker-184 11.1/11.3 0L900 06 0000 0343	Near Bakersfield, west of Route 178. Correct vertical curves, construct sidewalks and ADA curb ramps.	$6 (R/W) $800 (C)	11/12	PA & ED PS & E RW Sup Con Sup Total	$0 $365 $9 $101 $475	201.010 Assembly: 32 Senate: 14 Congress: 21 10 Collisions reduced

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 3.2a.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **STATUS OF CONSTRUCTION CONTRACT AWARD FOR STATE HIGHWAY PROJECTS**

SUMMARY:

The California Department of Transportation (Department) is presenting this item to provide the status of construction contract award for projects on the State Highway System allocated in Fiscal Year (FY) 2010-11 and FY 2011-12.

In FY 2010-11, the Commission voted 322 state-administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of November 10, 2011, 300 projects totaling $1.6 billion have been awarded.

In FY 2011-12, the Commission has voted 127 state-administered STIP, SHOPP, and Proposition 1B projects on the State Highway System. As of November 10, 2011, 32 projects totaling $80 million have been awarded.

BACKGROUND:

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

FY 2010-11 Allocations

Month Allocated	No. Projects Voted	Voted Projects $ X 1000	No. Projects Awarded	No. Projects Funds Lapse	Awarded Projects $ X 1000	No. Projects Pending Bid Opening/ Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2010	81	$903,256	80	1	$782,445	0	57	71
September 2010	10	$20,652	9	0	$26,245	0	4	8
November 2010	27	$124,226	27	0	$114,306	0	16	22
January 2011	39	$473,732	38	0	$454,162	1	23	34
March 2011	53	$100,728	53	0	$96,209	0	46	52
May 2011	54	$67,952	49	0	$62,296	5	40	50
June 2011	58	$805,270	44	0	$98,458	15	41	42
TOTAL	322	$2,495,816	300	1	$1,634,120	21	227	279

Note: 1. Total awarded amount reflects total project allotment, including G-12 and supplemental funds.
2. Excludes non-construction Transportation Enhancement (TE) projects and combined locally-administered TE.
3. FY 2010-11 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

FY 2011-12 Allocations

Month Allocated	No. Projects Voted	Voted Projects $ X 1000	No. Projects Awarded	No. Projects Funds Lapse	Awarded Projects $ X 1000	No. Projects Pending Bid Opening/ Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
August 2011	91	$1,955,587	20	0	$67,371	71	19	18
September 2011	18	$76,605	7	0	$7,492	11	7	7
October 2011	18	$166,249	5	0	$5,500	13	5	5
TOTAL	127	$2,198,441	32	0	$80,363	95	31	32

Note: 1. Total awarded amount reflects total project allotment, including G-12 and supplemental funds.
2. Excludes non-construction Transportation Enhancement (TE) projects and combined locally-administered TE.
3. FY 2011-12 table includes projects with financial contribution only, Department delegated safety, and emergency projects.

FY 2010-11 Project Allocation Status

Dist-PPNO	Project EA	County-Route	Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
10-0021B	34042	Tuo-108	Realign highway and construct undercrossings.	20-Jan-11	31-Mar-12(2)	$29,935	Advertise date 8/15/11. Bid opening date 11/16/11. Delay to award is due to Right of Way issues.
04-0116N	4S480	CC-4	Regrade slope, install permeable blanket and pave slope with concrete.	12-May-11	30-Nov-11	$216	Bids opened 10/11/11. Pending Award.
04-0187D	4S490	CC-4	Regrade slope, install permeable blanket and pave slope with concrete.	12-May-11	30-Nov-11	$67	Bids opened 10/13/11. Pending Award.
04-0305C	4S500	CC-680	Install new drainage, and replace landscape and irrigation.	12-May-11	30-Nov-11	$103	Bids opened 10/13/11. Pending Award.
08-0177C	0G480	SBD-15	Seismic retrofit three bridges.	12-May-11	30-Nov-11	$1,814	Bids opened 10/13/11. Pending Award.
12-2350A	0H232	Ora-Var	Install changeable message signs and metal beam guard railing.	12-May-11	30-Nov-11	$2,476	Bids opened 8/25/11. Pending Award.
12-2702	0K620	ORA-5	Groove pavement, overlay ramps with OGHMA, and modify signals.	27-May-11	30-Nov-11	$1,791	Bids opened 10/20/11. Pending Award.
01-3066	47920	Lak-29	Replace OGAC, Install In-ground Rumble Strip, Reconstruct MBGR	23-Jun-11	31-Dec-11	$6,150	Bids opened 10/22/11. Pending Award.
04-5301R	0A535	Sol-80	Construct Br and RW, reconstruct weigh station and widen ramps.	23-Jun-11	31-Dec-11	$42,300	Advertise date 9/26/11. Bid opening date 11/15/11.
04-0681Y	2708U	SM-280	Replacement planting	23-Jun-11	31-Dec-11	$1,809	Bids opened 8/16/11. Pending Award.
04-0338G	2A910	Son-101	Fabricate and install 40 Mission Bell Markers.	23-Jun-11	31-Dec-11	$161	Bids opened 11/1/11. Pending Award.
04-0104	4A070	Ala-580	Construct a truck-climbing lane in the eastbound direction.	23-Jun-11	31-Dec-11	$48,959	Advertise date 7/25/11. Bids opened 9/27/11.
04-0137B	4S260	Ala-580	Construct retaining wall and reconstruct pavement.	23-Jun-11	31-Dec-11	$12,920	
07-3189	2322A	LA-5	Widen roadway and bridges with PCC and construct retaining walls.	23-Jun-11	31-Dec-11	$53,626	Bids opened 9/18/11. Pending Award.
07-3529	24540	LA-10	Operational improvements.	23-Jun-11	31-Dec-11	$55,500	Advertise date 8/12/11. Bid opening date 12/16/11.

Dist-PPNO	Project EA	County-Route	Description	Allocation Date	Award Deadline	Allocation Amount	Project Status
07-3738	25350	LA-5	Replace Thrie Beam and Type 50 Barrier with Type 60 Concrete Barrier.	23-Jun-11	31-Dec-11	$1,405	Bids opened 9/15/11. Pending Award.
07-3037	22830	LA-710	Replace bridge.	23-Jun-11	31-Dec-11	$299,795	Advertise date 9/2/2011. Bid opening 4/2012. Delay to award is due to bid qualifying issues. Concurrent time extension is being requested.
07-4425	28860	LA-60	Replace bridge.	23-Jun-11	31-Dec-11	$170,205	
08-0133K	0P160	SBD-10	Treat bridge decks with methacrylate and replace joint seals.	23-Jun-11	31-Dec-11	$1,114	Bids opened 10/6/11. Pending Award.
08-0206Q	0P180	SBD-40	Bridge deck joint seal and place polyester concrete overlay.	23-Jun-11	31-Dec-11	$1,032	Bids opened 9/29/11. Pending Award.
11-0969	29671	SD-75	Repair/upgrade sidewalks, curb ramps, and driveways to ADA standards.	23-Jun-11	31-Dec-11	$1,032	Bids opened 9/8/11. Pending Award.
11-1015	40330	SD-5	Clean bridge deck and treat with polyester concrete and methacrylate.	23-Jun-11	31-Dec-11	$590	Bids opened 9/15/11. Pending Award.

(1) Extended deadline approved June 23, 2011 (Waiver 11-40)

(2) Extended deadline approved August 10, 2011 (Waiver 11-48)

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 3.2b.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Division Chief
Local Assistance

Subject: **MONTHLY STATUS OF CONSTRUCTION CONTRACT AWARD FOR LOCAL ASSISTANCE STIP PROJECTS, PER RESOLUTION G-06-08**

SUMMARY:

The California Department of Transportation (Department) is presenting this item for information. The item provides the status of locally-administered State Transportation Improvement Program (STIP) projects that received a construction allocation in Fiscal Year (FY) 2009-10, FY 2010-11 and FY 2011-12.

In FY 2009-10, the California Transportation Commission (Commission) allocated $85,495,000 to construct 49 locally-administered STIP projects. As of November 1, 2011, 47 projects totaling $83,093,000 have been awarded and an extension request has been approved for one project. One project (PPNO 07-3159) has lapsed.

In FY 2010-11, the Commission allocated $94,213,000 to construct 71 locally-administered STIP projects. As of November 1, 2011, 37 projects totaling $68,599,000 have been awarded and time extension requests have been approved for two projects. Concurrent time extensions are being requested for four of the projects. Two projects (PPNO 01-4097P and PPNO 12-2135M) have lapsed. The remaining 25 projects are on track for award.

In FY 2011-12, the Commission allocated $20,926,000 to construct 8 locally-administered STIP projects. All projects are on track for award.

BACKGROUND:

Resolution G-06-08, adopted June 8, 2006, requires projects to be ready to proceed to construction within six months of allocation. The policy also requires the Department to report to the Commission on those projects that have not been awarded within four months of allocation.

FY 2009-10 Allocations

Month Allocated	No. Projects Voted	Voted Projects $ X 1000	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
July 2009	0	$0	0	0	0	0	0
August 2009	1	$636	1	0	0	0	1
September 2009	2	$475	2	0	0	0	0
October 2009	7	$3,928	6	1	0	2	4
November 2009	0	$0	0	0	0	0	0
December 2009	4	$3,207	4	0	0	1	2
January 2010	2	$935	2	0	0	0	2
February 2010	4	$657	4	0	0	2	1
March 2010	0	$0	0	0	0	0	0
April 2010	3	$5,198	3	0	0	2	1
May 2010	6	$4,526	6	0	0	2	4
June 2010	20	$65,933	19	0	1	0	11
TOTAL	49	$85,495	47	1	1	9	26

FY 2010-11 Allocations

Month Allocated	No. Projects Voted	Voted Projects $ X 1000	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
July 2010	19	$57,002	18	1	0	2	10
August 2010	0	$0	0	0	0	0	0
September 2010	2	$795	2	0	0	0	2
October 2010	0	$0	0	0	0	0	0
November 2010	3	$3,284	3	0	0	0	2
December 2010	0	$0	0	0	0	0	0
January 2011	3	$7,878	2	0	1	0	0
February 2011	0	$0	0	0	0	0	0
March 2011	11	$4,960	9	1	1	1	8
May 2011	8	$4,994	3	0	5	2	1
June 2011	25	$13,453	0	0	25	0	0
TOTAL	71	$94,213	37	2	32	5	23

FY 2011-12 Allocations

Month Allocated	No. Projects Voted	Voted Projects $ X 1000	No. Projects Awarded	No. Projects Lapse	No. Projects Pending Award	No. Projects Awarded within 4 months	No. Projects Awarded within 6 months
July 2011	0	$0	0	0	0	0	0
August 2011	5	$19,418	0	0	5	0	0
September 2011	2	$1,007	0	0	2	0	0
October 2011	1	$501	0	0	1	0	0
TOTAL	8	$20,926	0	0	8	0	0

Note: Excludes STIP Planning, Programming, and Monitoring allocations and locally-administered STIP Regional Rideshare Program allocations, as no contract is awarded for these programs.

Local STIP Projects, Beyond Four Months of Construction Allocation, Not Yet Awarded

Agency Name	Project Title	PPNO	Allocation Date	Award Deadline		Allocation Amount	Project Status
City of Visalia	Santa Fe Bike Path	06-D006A	30-Jun-10	31-Dec-11	(1)	$402,000	The project will be awarded by the extended deadline.
San Mateo City/County Association of Governments	San Mateo County Smart Corridors	04-2140F	20-Jan-11	31-Mar-13	(2)	$5,270,000	The project will be awarded by the extended deadline.
City of Escondido	Maple Street Pedestrian Plaza	11-7421T	24-Mar-11	31-Jan-12	(3)	$945,000	The project will be awarded by the extended deadline.
Alameda County	Grove Way Sidewalk Improvement	04-2100F	12-May-11	30-Nov-11		$1,150,000	A concurrent six-month time extension is being requested.
Livermore Amador Valley Transit Authority	Rideo Bus Restoration Project	04-2140S	12-May-11	30-Nov-11		$200,000	The project will be awarded by the deadline.
City of Campbell	Winchester Boulevard Improvement Project	04-9035F	12-May-11	30-Nov-11		$1,120,000	The project will be awarded by the deadline.
San Mateo County	San Mateo County Bicycle and Pedestrian Enhancement	04-2140K	12-May-11	30-Nov-11		$200,000	The project will be awarded by the deadline.
City of Fresno	Shields Avenue Median Islands	06-B002N	12-May-11	30-Nov-11		$130,000	The project will be awarded by the deadline.
Tehama County	Lake California Drive Bikeway	02-2428	23-Jun-11	31-Dec-11		$276,000	A concurrent six-month time extension is being requested.
City of Dorris	Dorris Centennial Welcome Plaza	02-2476	23-Jun-11	31-Dec-11		$92,000	A concurrent six-month time extension is being requested.
City of Sacramento	Del Paso Boulevard Streetscape Improvements	03-3191	22-Jun-11	31-Dec-11		$1,000,000	The project will be awarded by the deadline.
Bay Area Rapid Transit (BART)	MacArthur BART Station Renovation	04-2008B	23-Jun-11	31-Dec-11		$954,000	The project will be awarded by the deadline.
City of Oakland	Coliseum BART Station Plaza and Pedestrian Improvements	04-2103A	23-Jun-11	31-Dec-11		$885,000	The project will be awarded by the deadline.
City of Union City	Union City Intermodal Station BART Phase 2	04-2110A	23-Jun-11	31-Dec-11		$3,000,000	The project will be awarded by the deadline.
City of Larkspur	Median Landscaping and Meadowood Pathway	04-2127P	23-Jun-11	31-Dec-11		$200,000	The project will be awarded by the deadline.
City of Sunnyvale	Sunnyvale Downtown Streetscape Improvements	04-9035J	23-Jun-11	31-Dec-11		$1,500,000	The project will be awarded by the deadline.
Page Total						$17,324,000	

Local STIP Projects, Beyond Four Months of Construction Allocation, Not Yet Awarded Continued

Agency Name	Project Title	PPNO	Allocation Date	Award Deadline	Allocation Amount	Project Status
City of San Jose	San Carlos Multimodal Streetscape Improvements	04-9035G	22-Jun-11	31-Dec-11	$1,500,000	The project will be awarded by the deadline.
San Francisco Municipal Transportation Agency	Valencia Street and Mission District Bike Parking	04-9098G	23-Jun-11	31-Dec-11	$235,000	The project will be awarded by the deadline.
Monterey County	Blanco Road Class II Bike Lane	05-1827B	23-Jun-11	31-Dec-11	$172,000	The project will be awarded by the deadline.
City of Monterey	Mark Thomas Drive Sidewalk and Bike Lanes	05-1827C	23-Jun-11	31-Dec-11	$334,000	The project will be awarded by the deadline.
City of Salinas	Salinas Freight Terminal Building Rehabilitation	05-1827D	23-Jun-11	31-Dec-11	$697,000	The project will be awarded by the deadline.
City of Kingsburg	Sierra Avenue Median	06-B002J	23-Jun-11	31-Dec-11	$339,000	The project will be awarded by the deadline.
City of Madera	Schnoor Bicycle and Pedestrian Undercrossing	06-A010	23-Jun-11	31-Dec-11	$139,000	The project will be awarded by the deadline.
City of Visalia	Transit Center-Main Street Streetscape	06-D021	23-Jun-11	31-Dec-11	$173,000	The project will be awarded by the deadline.
City of Lindsay	Government Center Plaza	06-D022	23-Jun-11	31-Dec-11	$199,000	The project will be awarded by the deadline.
City of Lindsay	Tulare Road Pedestrian Safety Bollards	06-6567	23-Jun-11	31-Dec-11	$167,000	The project will be awarded by the deadline.
City of Highland	Base Line Beautification	08-1111J	23-Jun-11	31-Dec-11	$650,000	The project will be awarded by the deadline.
City of Turlock	Landscape Median on Christoffersen Parkway	10-0224	23-Jun-11	31-Dec-11	$390,000	The project will be awarded by the deadline.
City of El Centro	Landscaping Beautification	11-0588C	23-Jun-11	31-Dec-11	$551,000	The project will be awarded by the deadline.
City of Brea	East Birch Street Median Enhancements Phase 1	12-2135O	22-Jun-11	31-Dec-11	$500,000	The project will be awarded by the deadline.
City of Brea	East Birch Street Median Enhancements Phase 2	12-2135P	22-Jun-11	31-Dec-11	$500,000	The project will be awarded by the deadline.
City of Dana Point	Pacific Coast Highway Median Enhancements	12-2135Q	22-Jun-11	31-Dec-11	$500,000	The project will be awarded by the deadline.
City of Newport Beach	Bristol Street North Landscape Improvements	12-2135R	22-Jun-11	31-Dec-11	$347,000	A concurrent six-month time extension is being requested.
Grand Total					$24,717,000	

(1) This extended deadline was approved in January 2011 (Waiver-11-06).
(2) This extended deadline was approved in June 2011 (Waiver-11-42).
(3) This extended deadline was approved in October 2011 (Waiver-11-57).

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 3.3
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared By: Laura Quintana
Program Manager
Recovery Act

Subject: **UPDATE ON IMPLEMENTATION OF RECOVERY ACT OF 2009**

SUMMARY:

The California Department of Transportation (Department) is implementing the American Recovery and Reinvestment Act of 2009 (Recovery Act) and has committed to report to the California Transportation Commission (Commission) as to the status of the implementation. This includes reporting on the amount of Recovery Act funds certified, obligated and awarded for state and local highway and transit projects to date. Attached is the current status report for state and regional agency projects as of September 30, 2011 or as noted on the report.

BACKGROUND:

The Recovery Act is a job and economic stimulus bill intended to help restart the nation's economy and stimulate employment during the worst economic downturn in over 70 years. In drafting this bill, President Obama and Congress recognized that investment in transportation infrastructure is one of the ways to create and sustain jobs, stimulate economic development, and leave a legacy to support the financial well-being of the generations to come. Nationally, the bill provides more than $48 billion for transportation infrastructure and the state transportation departments and stakeholders were tasked to quickly move forward with mobility projects that bring real value to the local, state, and national economy.

The Recovery Act apportions, in formula programs, approximately $2.57 billion for highways, local streets and roads in California. These funds are segregated by federal and state law to provide approximately $1.6 billion to the regions (including $48 million for Transportation Enhancement) and $964 million to the state (including $29 million for Transportation Enhancement). As of the September 30, 2010 obligation deadline, all remaining apportionments were obligated on 982 federally eligible projects.

California has received apportionments for transit formula grants in the amount of $1.068 billion for urban (Section 5307), non-urban (Section 5311) and fixed guideway (Section 5309) projects. As of the September 30, 2010 deadline, all apportionments have been obligated to eligible transit projects.

The Recovery Act also provides $8 billion nationally for Capital Assistance for High Speed Rail Corridors. In late January of 2010, the Federal Railroad Administration announced that the San Diego-Los Angeles-San Luis Obispo (Surf liner), Oakland-Sacramento (Capital) corridors and the statewide upgrade of emissions control for locomotives received approximately $165 million in funding for specific projects. The rail funds remain available until September 30, 2012. The Department has obligated approximately $160 million for nine projects as of September 30, 2011.

The Department was also awarded $951,431, by the US Environmental Protection Agency, from the National Clean Diesel Grant Program to retrofit 55 non-road engines with emission control devices. The Department also received $1.4 million for On the Job Training Supportive Services (OJTSS) for nine projects; the Federal Highway Administration (FHWA) and the Department determined that five projects do not meet the requirements of the OJTSS Grant Program and as of June 30, 2011, four projects were de-obligated and the fifth will also be de-obligated. In addition, California airports have directly received approximately $84.4 million in aviation grants for 22 projects.

The Recovery Act provides $1.5 billion available nationally under the Transportation Investment Generating Economic Recovery (TIGER) program for competitive discretionary grants for highway, public transportation, rail, and port infrastructure projects. On February 17, 2010, California received awards for four projects that total $130 million in TIGER funds, which leverage $1.76 billion in total funds. These projects and TIGER awards recipients are the Doyle Drive Replacement project in the city of San Francisco, $46 million; the State Route 905 project near Otay Mesa in San Diego County, $20.2 million; the Alameda Corridor East – Colton Crossing project $33.8 million; and the Green Trade Corridor Marine Highway project at the Ports of Oakland, Stockton and West Sacramento, $30 million. As of December 2010, funds for the three TIGER projects that flow through the Department have been obligated as follows: $33.8 million was obligated for the Alameda Corridor East project (Colton Crossing); $46 million was obligated for the Doyle Drive Replacement Project; and of the $20.2 million obligated for the State Route 905 project near Otay Mesa in San Diego County, approximately $2.3 million has been de-obligated due to a favorable bid environment.

As of the September 30, 2011, the Department adjusted the obligation amount for 6 projects by $1.6 million. These “upward cost adjustments” are allowed by FHWA to cover cost increases for Recovery Act funded projects. The Department is able to use up to the State’s share or ceiling amount of $2.3 million, provided there are funds available due to de-obligations of Recovery Act funds. The majority of the funds de-obligated are due to projects being closed out.

Attachments

Recovery Act - Highways Program

Appropriation[1]		September 30, 2011															
		Obligations								Awards[3]			Outlays[5]		Closed	Forecast of Inactive Obligations[6]	
	Recovery Dollars	Appropriation Source	Projects	Recovery Dollars[2] 9/30/2010	Projects Deobligated	Deobligations	Total Recovery Dollars	Obligation Adjustments[2A]	Adjusted Total Recovery Dollars	Projects	Recovery Dollars	Total Leveraged Dollars[4]	Projects	Recovery Dollars	Projects	Projects	Recovery Dollars
State[9]	**$972,275,620**	***State Highway System Projects***															
		State	94	$708,151,180			$708,151,180		$708,151,180	94	$708,151,180	$833,256,324	94	$495,694,387			
		State (Locally Administered)[11]	5	$9,577,570		-	$9,577,570	$70,181	$9,647,751	5	$9,577,570	$11,782,641	5	$5,093,380			
		State & Region (State $)[7]	7	$252,357,702			$252,357,702		$252,357,702	7	$572,205,891	$1,373,054,539	7	$364,494,244			
		State & Region (Region $)[7]		$319,848,189		-	$319,848,189	$469,712	$320,317,901								
		Region (State Administered, Region $)	16	$303,410,205	1	$84,000	$303,326,205	$0	$303,326,205	16	$303,326,204	$387,771,208	16	$180,719,635			
		Region[8] (Region $)	20	$78,501,879			$78,501,879		$78,501,879	20	$78,501,879	$167,616,773	19	$48,213,028		1	$ 209,884
		Subtotal	**142**	**$1,671,846,725**	1	**$84,000**	**$1,671,762,725**	**$539,893**	**$1,672,302,618**	**142**	**$1,671,762,724**	**$2,773,481,486**	**141**	**$1,094,214,674**	-	1	**$209,884**
Region[9]	**$1,597,292,700**	***Local Highway System Projects[8]***															
		Region	837	$865,277,740	71	$2,467,219	$862,810,521	$1,067,178	$863,877,699	833	$860,811,706	$1,092,036,686	824	$678,376,722	232		
		State & Region (Region $)	2	$1,478,800			$1,478,800		$1,478,800	2	$2,501,985	$3,127,302	2	$1,926,800			
		State & Region (State $)		$1,023,185			$1,023,185		$1,023,185								
		State	1	$1,200,000			$1,200,000		$1,200,000	1	$1,200,000	$1,200,000	1	$1,200,000			
		Subtotal	**840**	**$868,979,725**	**71**	**$2,467,219**	**$866,512,506**	**$1,067,178**	**$867,579,684**	**836**	**$864,513,691**	**$1,096,363,988**	**827**	**$681,503,522**	**232**	-	**$0**
Flex[10]	**($28,741,870)**																
Total	**$2,540,826,450**	**Total**	**982**	**$2,540,826,450**	**72**	**$2,551,219**	**$2,538,275,231**	**$1,607,071**	**$2,539,882,302**	**978**	**$2,536,276,415**	**$3,869,845,474**	**968**	**$ 1,775,718,196**	**232**	1	**$209,884**
		Total State Obligation		**$972,309,637**													
		Total Region Obligation		**$1,568,516,813**													

[1] Total funds apportioned to state by FHWA and as distributed by California law AB 3X-20 ($2,569,568,320).

[2] Obligations as of September 30, 2010.

[2A] Increase in Obligation amounts as allowed by Upward Cost Adjustments. California's ceiling is $2.3 million provided funds are available due to deobligations.

[3] Construction contracts awarded. Two contracts will not be awarded as projects were cancelled. Two contracts not yet awarded are expected to be awarded in November 2011.

[4] Total Leveraged Dollars include all fund sources.

[5] Outlays are eligible project expenditures reimbursed by FHWA.

[6] Forecast of Inactive Obligations are projects at risk of deobligation if expenditures are not reimbursed by FHWA within 90 days. The at risk day is based on the obligation amount and date, last rerimbursed expenditure date. Projects will be removed from this summary once the reimbursement is made by the FHWA. Data as of November 4, 2011. Project for Kingsburg.

[7] Projects administered by Caltrans, Region, or Local agency.

[8] Projects administered by Region or Local agency.

[9] Original appropriation is shown as provided by FHWA & AB 3X-20. At the request of the Regions, the appropriation is reduced by FHWA Flex Funds transferred to FTA for transit projects.

[10] FHWA Funds transferred by Regions from FHWA to FTA for transit projects.

[11] Transportation Enhancement funds made available for eligible projects on the state highway system.

[12] Deobligations due to project savings, project close out, or projects withdrawn/cancelled after September 30, 2010 (2).

Recovery Act Program - Non Highway Programs
September 30, 2011

TIGER (Discretionary) - USDOT

Nationally Available Grants $1,500,000,000

Project	TIGER Awards	Total Leveraged Dollars	Obligations by CT	Outlays	Deobligations	Forecast of Inactive Obligations[9]
Doyle Drive Replacement (US-101)	$46,000,000	$1,045,000,000	$46,000,000			
Otay Mesa POE (805/905 Interchange)	$20,200,000	$198,300,000	$20,200,000	$5,171,965	$2,293,686	
Alameda Corridor East - Colton Crossing	$33,800,000	$449,000,000	$33,800,000			$33,800,000
CA Green Trade Corridor Marine Highway[8]	$30,000,000	$69,300,000				
Total	**$130,000,000**	**$1,761,600,000**	**$100,000,000**	**$5,171,965**	**$2,293,686**	

NATIONAL CLEAN DIESEL GRANT PROGRAM (Discretionary) - USEPA

Division of Equipment Grant from US EPA for Engine Emission Retrofit

Non-Road Engines	Awarded Amount	Encumbrances	Outlays
55	**$951,431**	**$951,431**	

AVIATION (Discretionary) - FAA

Nationally Available Grants **$1,300,000,000**

Projects	Awarded Amount[4]	Obligations	Outlays
22	**$84,408,537**	*Grants awarded by FAA directly to airports*	

HIGH SPEED & INTERCITY PASSENGER RAIL (Discretionary) - FRA

Nationally Available Grants[5] $ 8,000,000,000

Track	Applications	Requested Recovery Dollars	Projects Awarded	Awarded Amount	Projects Obligated	Obligations	Outlays
1	38	$1,149,322,000	10	$164,905,755	9	$160,051,386	$ -
Total	**38**	**$1,149,322,000**	**10**	**$164,905,755**	**9**	**$160,051,386**	**$ -**

ON-THE-JOB TRAINING / SUPPORTIVE SERVICES (Discretionary) - FHWA [7]

Projects	Awarded Amount	Obligations by CT	Outlays	Projects Deobligated	Deobligations
9	**$1,440,979**	**$1,440,979**	**$122,969**	**4**	**$459,840**

FEDERAL TRANSIT (Formula Distribution) - FTA

Program	Projects	Recovery Dollars [1]	Obligations by CT [2]	Outlays
5307 [3]		$968,313,640		
5307 Flex[6]		$26,764,736		
5309 [3]		$66,171,889		
5309 Flex[6]		$3,200,000		
5311	137	$33,963,166	$33,963,166	$24,863,723
5311 Flex[6]	2	$1,977,134	$1,977,134	$1,124,053
Total	**139**	**$1,100,390,565**	**$35,940,300**	**$25,987,776**

[1] Total funds apportioned to state by FTA.

[2] Commitment by FTA to reimburse eligible project expenditures.

[3] Grants awarded by FTA directly to transit agencies.

[4] Grants awarded by FAA directly to airports. Annual update to reflect most current award amounts.

[5] FRA allocates funds to specific projects.

[6] FHWA Funds transferred by regions from FHWA to FTA for transit projects. Amount totals $28,741,870.

[7] On-the-Job Training - Support Services Grant for training centers.

[8] Grant funding does not flow through the Department

[9] Forecast of Inactive Obligations are projects at risk of deobligation if expenditures are not reimbursed by FHWA within 90 days. The at risk day is based on the obligation amount and date, last rerimbursed expenditure date. Projects will be removed from this summary once the reimbursement is made by the FHWA. Data as of November 4, 2011. Project for Colton Crossing.

3.4

MONTHLY REPORT ON LOCAL AND REGIONAL AGENCY NOTICES OF INTENT TO EXPEND FUNDS ON PROGRAMMED STIP PROJECTS PRIOR TO COMMISSION ALLOCATION PER SB 184

This item has been withdrawn.
No notification letters were received for this item.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 3.5
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Karla Sutliff
Division Chief
Project Management

Subject: **QUARTERLY NON-TOLL SEISMIC SAFETY RETROFIT REPORT**

SUMMARY:

Pursuant to Section 188.5(g) of the Streets and Highways Code, effective January 1, 2004, the California Department of Transportation (Department) shall provide quarterly seismic retrofit reports to the California Transportation Commission (Commission). Effective January 1, 2012, with the passage of AB 957 (Chapter 536, Statutes of 2011 – The Transportation Omnibus Bill), there will be a change in the legislation that no longer requires the Department to submit quarterly seismic retrofit reports.

The third quarter report submitted to the Commission at the December 2011 meeting will close out the Non-Toll Seismic Safety Retrofit report.

BACKGROUND:

This report fulfilled the Department's prior statutory reporting requirement outlined in Assembly Bill (AB) 144 (Chapter 71, Statutes of 2005), which amended Section 188.5 (g) of the Streets and Highways Code as follows:

"(1) Commencing on January 1, 2004, and quarterly thereafter until completion of all applicable projects, the Department shall provide quarterly seismic reports to the transportation committees of both houses of the Legislature and to the commission for other seismic retrofit programs."

Effective January 1, 2012, with the passage of AB 957 (Chapter 536; Statutes of 2011), Section 188.5(g) of the Streets and Highways Code will be amended that will no longer require the Department to submit this report. It will be amended as follows:

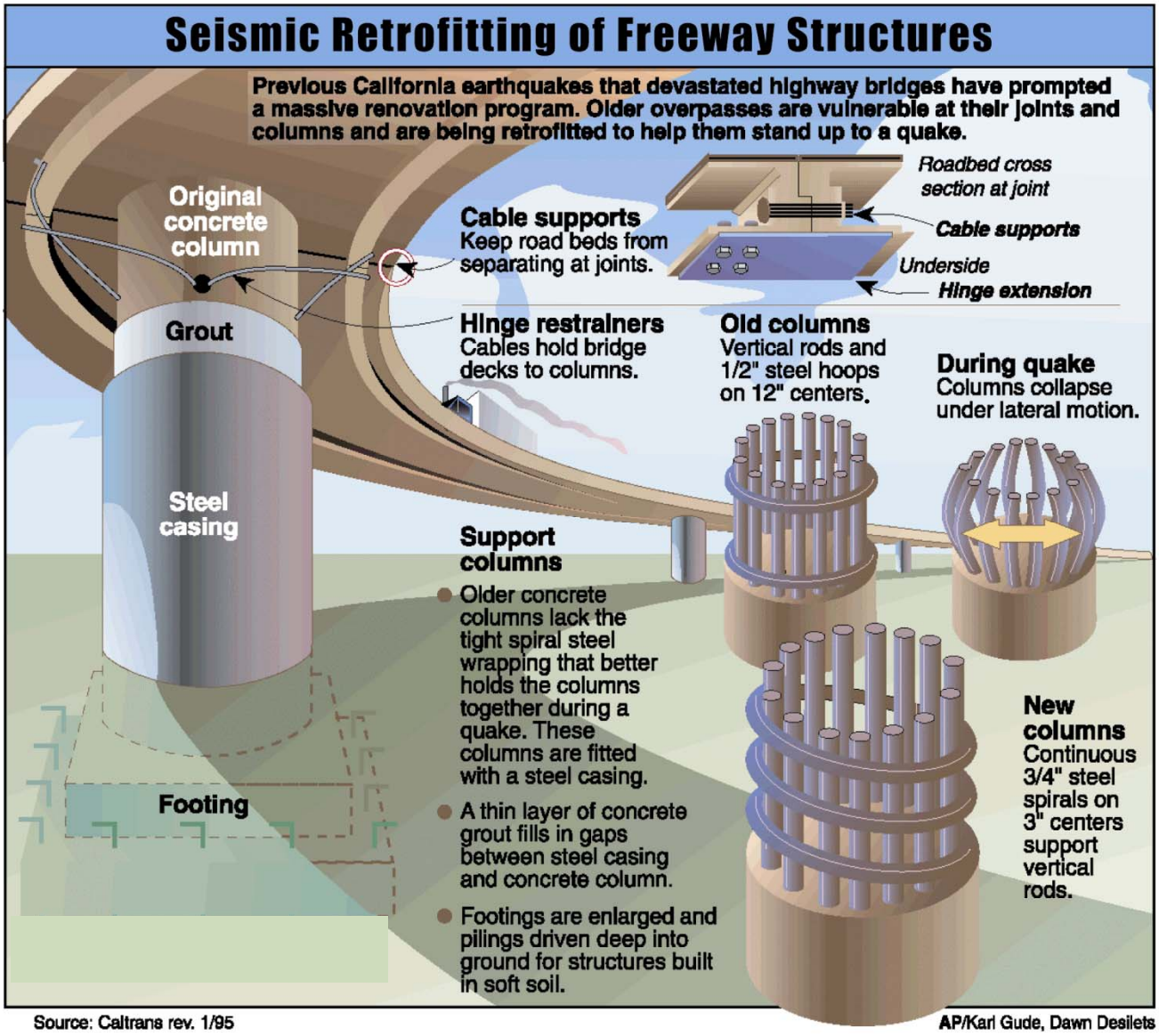
"(2) Existing law requires, commencing January 1, 2004, until completion of the seismic retrofit of specified state-owned toll bridges, the Department of Transportation to provide quarterly seismic reports to the transportation committees of both houses of the Legislature and to the commission for other seismic retrofit programs."

This bill would delete this requirement."

Attachment

CALIFORNIA DEPARTMENT OF TRANSPORTATION

THIRD QUARTER 2011 NON-TOLL SEISMIC RETROFIT PROGRAM QUARTERLY REPORT



Reporting Period Ending September 30, 2011

Report Overview

This report provides information on the status and progress in delivering the California Department of Transportation's (Department) non-toll seismic retrofit programs. Other seismic retrofit programs under development by the Department included the following:

- The Phase 1 Seismic Retrofit Program is complete and is no longer reported.
- The Toll Bridge Seismic Retrofit Program Report is prepared and submitted separately by the Toll Bridge Program Oversight Committee as outlined in Section 30952.2 (b) (1) of the Streets and Highways Code.

This report fulfills the Department's statutory reporting requirement outlined in Assembly Bill (AB) 144 (Chapter 71, Statutes of 2005), which amended Section 188.5 (g) of the Streets and Highways Code as follows:

"(1) Commencing on January 1, 2004, and quarterly thereafter until completion of all applicable projects, the Department shall provide quarterly seismic reports to the transportation committees of both houses of the Legislature and to the commission for other seismic retrofit programs.

(2) The reports shall include all of the following:
(A) A progress report for each program.
(B) The program baseline budget for support and capital outlay construction costs.
(C) The current or projected program budget for support and capital outlay construction costs.
(D) Expenditures to date for support and capital outlay construction costs.
(E) A comparison of the current or projected schedule and the baseline schedule.
(F) A summary of milestones achieved during the quarterly period and any issues identified and actions taken to address those issues."

The Department currently has two active non-toll seismic retrofit programs as outlined below.

Phase 2 Seismic Retrofit Program:

The program consists of additional (beyond Phase 1) State-owned bridges that were determined to need seismic retrofit based on additional screening.

Local Bridge Seismic Retrofit Program:

The program consists of seismic retrofit of locally owned and Department of Water bridges. This program is funded and implemented by the agencies having jurisdiction over the bridges.

Background

California has more than 12,000 State-owned bridges on its State Highway System, plus an additional 11,500 city and county-owned bridges not on the State Highway System. Each bridge is inspected at least once every two years.

After the 1994 Northridge earthquake, the Department identified 1,155 State-owned bridges that became the Phase 2 program consisting of

mostly multicolumn bridges. Funding for this $1.35 billion program came from a $2 billion Proposition 192 bond, which was passed in 1996.

Seismic Evaluation

The Seismic Retrofit Program involves strengthening the columns of existing bridges by encircling certain columns with a steel casing or, in a few instances, an advanced woven fiber casing. In addition to the column casing, some bridge footings are made bigger and given more support by placing additional pilings in the ground, or by using steel tie-down rods to better anchor the footings to the ground.

In a few projects, bridge abutments are made larger and the existing restrainer units are made stronger, because encasing the columns makes them stiffer and can change the way forces are transmitted within the bridge. Many seismic retrofits involve “hinge seat extensions” which enlarge the size of the hinges that connect sections of bridge decks and help prevent them from separating during severe ground movement. The design of each bridge to be retrofitted is “site specific” based on the maximum credible earth movement expected at that location. The design details depend on many factors, including the nearest active earthquake fault, type of geology beneath the bridge, and the original bridge design.

Phase 2 Seismic Retrofit Program

After the 1994 Northridge earthquake, the Department identified 1,155 State-owned bridges that became the Phase 2 Seismic Retrofit Program consisting of mostly multicolumn bridges. Funding for this $1.35 billion program came from a $2 billion Proposition 192 bond, which was passed in 1996.

This report fulfills the Department's statutory reporting requirement outlined in Assembly Bill (AB) 144 (Chapter 71, Statutes of 2005), which amended Section 188.5 (g) of the Streets and Highways Code as follows:
"(1) Commencing on January 1, 2004, and quarterly thereafter until completion of all applicable projects, the Department shall provide quarterly seismic reports to the transportation committees of both houses of the Legislature and to the commission for other seismic retrofit programs."

Progress Report and Milestones Achieved

The Phase 2 Seismic Retrofit Program is 99 percent complete. To date, 1,151 State-owned bridges, of 1,155 planned bridges, have been retrofitted under the Phase 2 program. The remaining four bridges are under construction (three contracts).

The programs remaining financial obligations are to complete right of way acquisition for two projects - 5th Avenue and High Street. In addition, there is a mitigation contract for the Humboldt County 10-Mile bridge project planned for delivery in FY 2011-12. No program cost overruns are anticipated.

Completion Schedule

The remaining bridges took substantially longer than originally planned because they are total bridge replacement projects. The bridge replacement contracts face delivery challenges, including environmental constraints, construction under heavy traffic conditions, and securing public and external agency input and acceptance for project approval.

Locations	Percent Complete	Baseline Schedule	Current Schedule
5th Avenue Overhead	66	2nd Qtr 2010	2nd Qtr 2013
High Street Separation	47	2nd Qtr 2008	1st Qtr 2014
Schuyler Heim Bridge	1	4th Qtr 2008	3rd Qtr 2013

Program Financials

The total budget for Phase 2 is $1.35 billion.

Budget (Costs in millions)	Baseline	Current
Support	$ 419.0	$ 438.0
Capital (right of way, construction)	$ 931.0	$ 904.0
Reserve	$ 0.0	$ 8.0
Total	$ 1,350.0	$ 1,350.0

Expenditures of $1.324 billion committed to date uses approximately 98 percent of the available program funds.

Expenditures (millions)	Costs
Program Expenditures	
Support	$ 435.0
Capital (right of way, construction)	$ 889.0
Planned Costs	
Support	$ 3.0
Capital (right of way, construction)	$ 15.0
Reserve (for claims, arbitration)	$ 8.0
Total	$ 1,350

Local Bridge Seismic Retrofit Program Status

The purpose of this report is to provide information on program delivery status of the Local Bridge Seismic Retrofit Program (LBSRP) for the 1,242 bridges which includes the 479 bridges adopted by the California Transportation Commission (Commission) on May 28, 2008. The 479 bridges adopted by the Commission, were identified to receive bond funds to match federal Highway Bridge Program (HBP) funds for their right of way and construction phases.

In previous quarterly reports, we have reported changes that have reduced the number of bond bridges to 430. Therefore, this report will reflect the program delivery of 1,242 bridges under LBSRP which includes 430 bond bridges.

The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006 provides $125 million of State matching funds to complete the LBSRP with bond funds. The Bond program budget of $125 million is to be allocated to provide the 11.47 percent required local match for right of way and construction phases of remaining seismic retrofit work on local bridges, ramps, and overpasses and includes $2.5 million set aside for bond administrative costs. An additional $32.9 million state match through annual exchange of a portion of local share of funds received from federal HBP fund is also available to accommodate the current remaining required local match needs. The Commission has allocated $13.5 million, $21 million, and $12.2 million bond funds for FY 2007−08, FY 2008−09, and FY 2009−10 respectively. Allocation of the bond funds by the Commission is available for sub-allocation in one fiscal year. Therefore, bond funds that were not sub-allocated from FY 2007−08, FY 2009−10 and FY 2010−11 will be reallocated in future years. Consistent with the Local Bridge Seismic Retrofit Guidelines, the Department has exchanged $24.3 million of local share of funds received through the federal HBP for state funds to accommodate local match needs for Bay Area Rapid Transit (BART) and other bond shortfalls. To date, $29.8 million of seismic bond funds and $19.9 million of state funds have been sub-allocated to seismic retrofit projects.

The Department did not request a bond allocation from the Commission for FY 2010−11. The match needs for FY 2010−11 will be covered by $8.4 million State funds remaining from the exchange mentioned above. These funds will expire by June 31, 2014 if not expended.

This report fulfills the Department's statutory reporting requirement outlined in Assembly Bill (AB) 144 (Chapter 71, Statutes of 2005), which amended Section 188.5 (g) of the Streets and Highways Code as follows:

"(1) Commencing on January 1, 2004, and quarterly thereafter until completion of all applicable projects, the Department shall provide quarterly seismic reports to the transportation committees of both houses of the Legislature and to the commission for other seismic retrofit programs."

Local Bridge Seismic Retrofit Program Progress Report

The LBSRP is currently 66 percent complete. To date, 827 local bridges, out of total of 1,242 planned bridges, have been retrofitted under the LBSRP. Currently, there are 238 bridges under construction, 164 bridges under design, and 13 bridges in a pre-strategy phase.

LBSRP Milestones Achieved This Quarter

The status as of September 30, 2011 of local bridges by phases is as follows:

	2007	2008	2009	2010	2011
Complete	709	724	747	810	827
Construction	66	124	161	239	238
Design	333	349	320	178	164
Pre-Strategy	127	38	7	15	13
Total	1,235	1,235	1,235	1,242	1,242

Please see previous reports for explanation of changes in number of bridges.

Milestones Achieved This Quarter for Bond Funded Bridges

The status as of September 30, 2011, of local bridges by phases is as follows:

	2007	2008	2009	2010	2011
Complete	0	4	25	47	62
Construction	15	99	117	236	235
Design	271	327	277	133	120
Pre-Strategy	193	38	7	15	13
Sub-Total	479	468	426	431	430
Removed	0	11	53	56	*57
Grand Total	479	479	479	487	487

Please see previous reports for explanation of changes in number of bridges.

**One bridge was removed from the bond list in 2011.*

LBSRP Program Budget and Expenditures

The estimated budget for the overall LBSRP is $2,068.5 million. This estimate does not include cost of other scopes of work that may be combined with the seismic retrofit project. A total of $1,065.2 million has been encumbered (spent) to date.

Funds (millions)	Spent*	Plan	Total
State	$79.5	$13.4	$92.9
Bond	$29.8	$92.7	$122.5
Federal	$894.0	**$959.1	$1,853.1
Total	$1,003.3	$1,065.2	$2,068.5

**Expenditure + Unliquidated Encumbrance*
***Includes 15 percent of total estimated construction cost for Preliminary Engineering*

Overall Program Delivery by Agency Group (Includes all the bridges in the LBSRP)

Bridges By Agency Group	Number Of Agencies	Pre Strategy	In Design		In Construction		Complete or No Retrofit		Total # Bridges	Percent Program
		Bond	Bond	Non-Bond	Bond	Non-Bond	Bond	Non-Bond		
All Other Agencies	59	5	85	0	35	2	30	639	796	64%
Los Angeles Region (City and County)	2	0	11	0	21	0	30	123	185	15%
San Francisco (YBI Structures)*	0	8	1	0	0	0	0	0	9	1%
Department of Water Resources	1	0	23	0	0	0	0	2	25	2%
BART	1	0	0	45	179	0	2	1	227	18%
Total	63	13	120	45	235	2	62	765	1,242	100%

Projects in the pre-strategy and design phase will qualify for bond match when they advance to right of way and construction phase.

**YBI bridges are tracked separately since these bridges were added to the program in April 2010.*

- One agency, BART is responsible for 227 bridges (18 percent of the entire program). All of the bond funded BART bridges have advanced to construction. The remaining BART bridges in the design phase will be fully funded by BART.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND MEMBERS
CALIFORNIA TRANSPORTATION COMMISSION

Date: December 14-15, 2011

Reference No.: 3.7
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: William D. Bronte
Division Chief
Rail

Subject: **FY 2011-12 FIRST QUARTER INTERCITY RAIL OPERATIONS REPORT**

SUMMARY:

This is the First Quarter Intercity Rail Operations Report for Fiscal Year (FY) 2011-12, July through September 2011, as requested by the California Transportation Commission (Commission). The report contains information for each route on ridership, on-time performance and financial results. These results are also compared to the same period for the prior year and to the performance goals. This data allows the performance of the routes to be easily compared.

California provides financial and administrative support for Amtrak intercity rail passenger service on three corridors within the State: the *Pacific Surfliner Route* between San Diego, Los Angeles, and San Luis Obispo; the *Capitol Corridor* between San Jose, Oakland, and the Sacramento region; and the *San Joaquin Route* between Bakersfield and both Oakland and Sacramento. These routes are, respectively, the second, third, and fifth busiest routes in the entire national Amtrak system. The *Pacific Surfliner* and *San Joaquin* routes are administered by the California Department of Transportation (Department), while the third route is administered by a separate agency, the Capitol Corridor Joint Powers Authority (CCJPA), using funding provided by the Department.

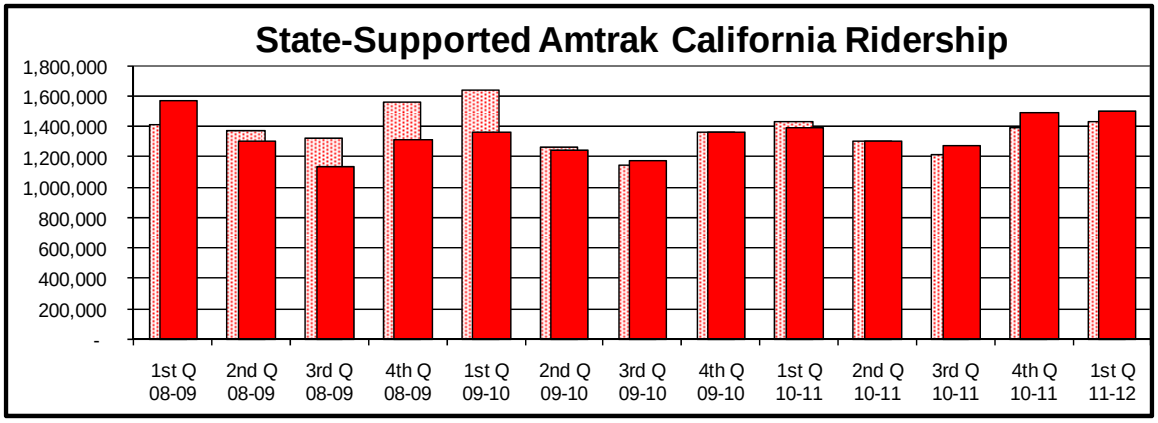
Starting with the 2010-11 operating contract between Amtrak and the State and continuing for 2011-12, expenses are calculated based on a predetermined fixed dollar amount (with the exception of fuel and host railroad expenses) rather than actual monthly expenses as recorded in Amtrak's accounting system. This form of contract limits the State's exposure to uncertainty. Expenses are calculated in the same manner in the contract between the CCJPA and Amtrak.

The route financial performance goals (revenues, expenses and farebox ratio) in this report are a projection based on the operating contract for each route. Beginning in FY 2011-12, the actual results that are reported in the quarterly report include: actual revenue; and fixed price expenses, and the three expenses that are billed as actual expenses. These are fuel cost, railroad performance payments and host railroad access fees. The farebox ratio shown is a ratio of the actual revenue to billed expenses, which include both fixed price and the three categories of actual expenses. This is not a traditional farebox ratio of actual revenues to actual expenses.

First Quarter Results

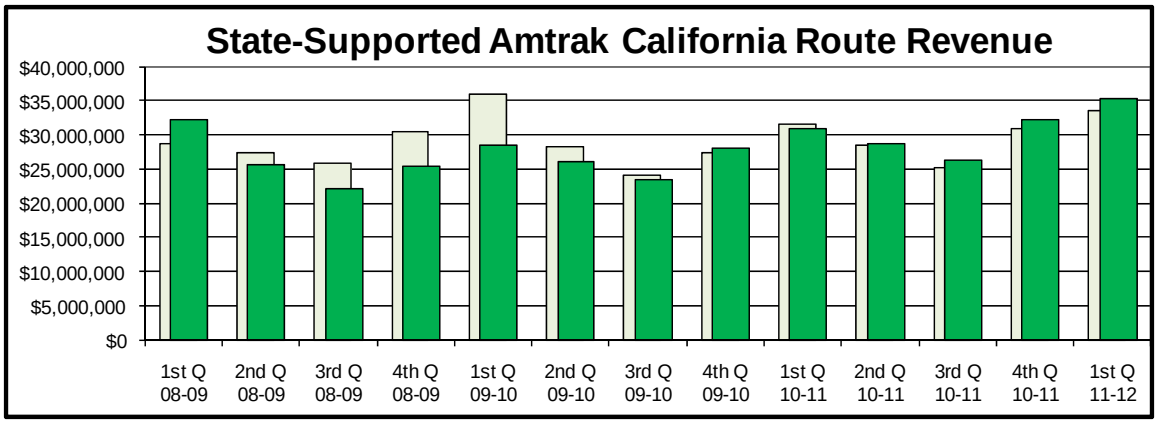
First quarter results for all three routes were notable, with ridership and revenues higher than the same quarter the previous year. In a number of months, ridership and revenue broke all-time records.

Total ridership during the first quarter (July-September 2011) on the three routes was 7.5 percent above the comparable quarter in 2010-11, and was 4.9 percent above the combined performance goal. The *San Joaquin Route* recorded monthly ridership records for each month of the quarter, and recorded the highest ever monthly ridership in July. The *Capitol Corridor* set a monthly record for September.



Combined on-time performance (OTP) for the first quarter was 83.8 percent, 2.2 percentage points below the same quarter in 2010-11, and 3.2 percentage points below the combined performance goal. OTP on both the *San Joaquin Route* and *Capitol Corridor* were an impressive 87.9 percent and 94.2 percent respectively.

Revenue results for the quarter were similarly impressive. Overall revenue in the first quarter increased 14.3 percent, and record highs were reached on all three routes in all months except for August on the *Pacific Surfliner Route* and July on the *San Joaquin Route*. Expenses increased 3.3 percent compared with the same quarter in the previous year. Revenues on all three routes outpaced expenses. The result was that the combined farebox ratio increased by 5.4 percentage points and the farebox ratio improved on each route as well.



Note: Solid Bars reflect actual data; Shaded Bars reflect Business Plan Projection.

The following table provides further detail on the combined ridership, revenue, expense, farebox ratio and on-time performance for the three State-supported routes for the first quarter of FY 2011-12.

State-Supported Amtrak California Services - 1st Quarter 2011-12
All Routes

	ACTUAL RESULTS				*PEFORMANCE GOALS*		
	1st Qtr 11-12	1st Qtr 10-11	Difference	Percent Change	*1st Qtr 11-12*	*Actual to Goals*	*Percent Difference*
Ridership	1,494,857	1,390,614	104,243	7.5%	*1,425,021*	*69,836*	*4.9%*
Revenue	$35,231,748	$30,811,995	$ 4,419,753	14.3%	*$ 33,489,185*	*$ 1,742,563*	*5.2%*
Expense	$63,633,298	$61,626,808	$ 2,006,490	3.3%	*$ 63,381,467*	*$ 251,831*	*0.4%*
Farebox Ratio	55.4%	50.0%	5.4 PP		*52.8%*	*2.6 PP*	
On-Time Performance	83.8%	86.0%	-2.2 PP		*87.0%*	*-3.2 PP*	

PP - Percentage Points

Route-specific graphs and tables are in the sections for each route that follow.

BACKGROUND:

Pacific Surfliner Route

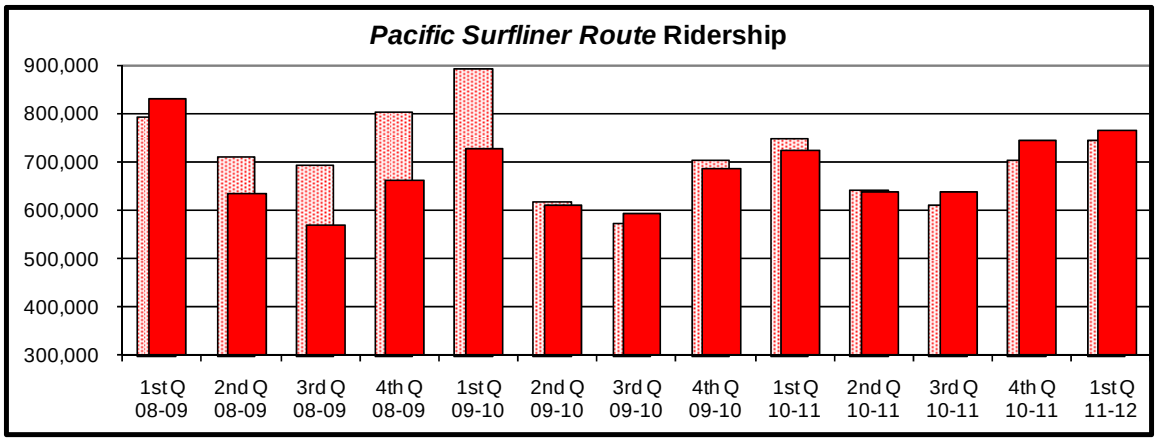
There are currently 11 weekday round-trips between Los Angeles and San Diego, four of which are through-trains between San Diego and Goleta (Santa Barbara), one of which continues north to and from San Luis Obispo. A second San Luis Obispo round-trip originates/terminates in Los Angeles, bringing the total level of service north of Los Angeles to five daily round-trips.

Tables at the end of this section provide data on ridership, revenue, expenses, farebox ratio, and on-time performance.

Ridership on the *Pacific Surfliner Route* increased 5.6 percent in the first quarter compared to the same quarter in the prior year, and exceeded the performance goal by 3.0 percent.

In comparison, ridership on both Southern California commuter rail services (Metrolink and Coaster) was up a combined 11.2 percent during the same three-month period, comparing July-September 2011 to those same months in 2010. Ridership on the Coaster commuter rail service, which runs over the same tracks as the *Pacific Surfliner* as far north as Oceanside, was up 22.7 percent over this period, and ridership on the entire Metrolink system increased 9.5 percent during this quarter.

The economic environment in Southern California is improving somewhat and may be helping to spur ridership. The combined unemployment rate for the six counties that are served by the route was 11.4 percent for July-September 2011, a 0.4 percentage point decrease over the same quarter in the previous year, although 0.5 percentage points above April-June 2011.



On-time performance (OTP) in the first quarter was 69.7 percent, 0.2 percentage points below the previous year's first quarter but 13.3 percentage points below the 83 percent performance goal. OTP in July was 65.1 percent, a significant drop from June OTP of 80.0 percent. In August OTP improved to 71.1 percent and in September OTP was 73.0 percent.

For the quarter, between Los Angeles and San Diego, OTP was 68.9 percent. Between Los Angeles and San Luis Obispo, OTP was 74.0 percent. This compares to prior year fourth quarter OTP of 67.8 percent on service south of Los Angeles and 77.1 percent north of Los Angeles.

The primary reason that OTP remains below the goal is that there is inadequate capacity for all the intercity, commuter and freight trains operating on the corridor. About 60 percent of the corridor from San Diego to Los Angeles is still single track. North of Los Angeles to San Luis Obispo, about 90 percent of the route is single track. This is highly unusual for a corridor with this density of traffic. There are a number of capital projects in progress, including the Los Angeles to Fullerton triple track project that will reduce the amount of single track south of Los Angeles. Completion of these projects will have a significant positive impact on OTP.

The Del Mar race season that ran from July 20-September 7, had a significant negative impact on OTP. Extra cars were added to trains, which increased dwell time in stations as large crowds boarded trains. A set of single-level Amfleet equipment was added to accommodate the crowds. This equipment has manual doors that are not as efficient to load as the bi-level Surfliner equipment normally used on the route. The Amfleet equipment continues to be used to accommodate heavy ridership, partly resulting from Rail2Rail riders.

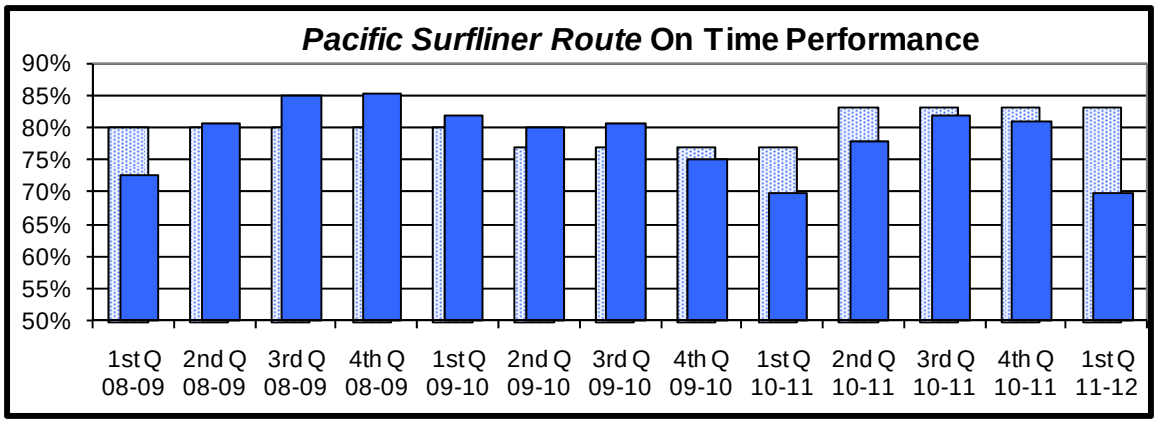
In July, Metrolink increased weekday service from 148 to 163 trips, with no change to the *Pacific Surfliner* schedule. This had a negative impact on OTP. Also in July there were three trespasser incidents involving Amtrak trains. During this quarter a fleet-wide defect with the Amtrak locomotives was identified with certain locomotives that had caused delays. Now that the source problem has been identified the defect is being remedied.

In order to improve OTP, Caltrans has been working with Amtrak to specifically identify any delays that are under Amtrak's control, particularly delays related to equipment. In the fall of 2010 the Department formally asked Amtrak to develop a plan to address OTP. Numerous changes have been implemented as a result of the plan including 1) improved technical training of new equipment maintenance employees, 2) daily checks on all delay reports to determine the cause of each delay and develop an ongoing solution for repeated problems, and 3) implementation of a "rider" program to increase Amtrak staff presence on trains with the goal of pinpointing problems and resolutions related to OTP. When there are delays, Amtrak follows up with the dispatching railroad and Amtrak mechanical and train crews to determine the cause of the delay, and how to resolve the problem in the future. The Amtrak equipment mechanical group is focusing on troubleshooting to identify the root cause of equipment failures and develop procedures to correct the specific problems. Amtrak is also working with train crews on the accurate recording of dwell times, and reducing dwell times at station stops.

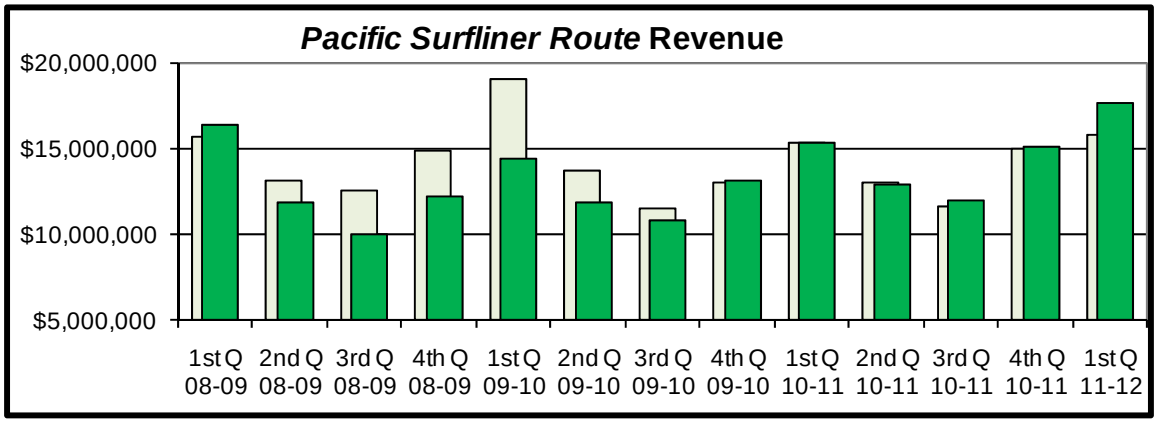
In the fourth quarter, Amtrak staff formed a committee to evaluate initial terminal delays to determine why equipment arrives late from mechanical facilities and improve arrival times.

Because Pacific Surfliner schedules are timed very close to actual running times between stations and Amtrak long-distance trains have more padding, Amtrak also instructed host railroads to provide dispatching priority to Pacific Surfliner trains above long-distance trains.

Caltrans is working with the operators on the corridor to implement a January 9, 2012 schedule change. If all operators can agree to the change, the implementation will allow trains to run more smoothly on the corridor. Based on the current schedule and configuration of the railroad, even if all trains run according to the current operating plan, there will still be some schedule delays.



Farebox ratio for the quarter was 61.2 percent, an improvement of 5.7 percentage points over 2010-11. Revenue in the first quarter increased 14.6 percent compared to the same quarter in the previous year and exceeded the performance goal by 11.0 percent. Revenue set monthly records in all three months, and set the all-time monthly revenue record in July. Expenses increased 3.8 percent over the prior year quarter, and were 0.8 percent over the performance goal.



State-Supported Amtrak California Services - 1st Quarter 2011-12							
Pacific Surfliner Route							
	ACTUAL RESULTS				***PERFORMANCE GOALS***		
	1st Qtr 11-12	1st Qtr 10-11	Difference	Percent Change	*1st Qtr 11-12*	*Actual to Goals*	*Percent Difference*
Ridership	765,965	725,313	40,652	5.6%	*743,424*	*22,541*	*3.0%*
Revenue	$ 17,588,227	$ 15,348,767	$ 2,239,460	14.6%	*$ 15,841,810*	*$ 1,746,417*	*11.0%*
Expense	$28,740,278	$ 27,698,591	$ 1,041,687	3.8%	*$ 28,524,471*	*$ 215,807*	*0.8%*
Farebox Ratio	61.2%	55.5%	5.7 PP		*55.5%*	*5.7 PP*	
OTP-Route	69.7%	69.9%	-0.2 PP		*83.0%*	*-13.3 PP*	
OTP-North	74.0%	77.1%	-3.1 PP				
OTP-South	68.9%	67.8%	1.1 PP				

PP - Percentage Points

San Joaquin Route

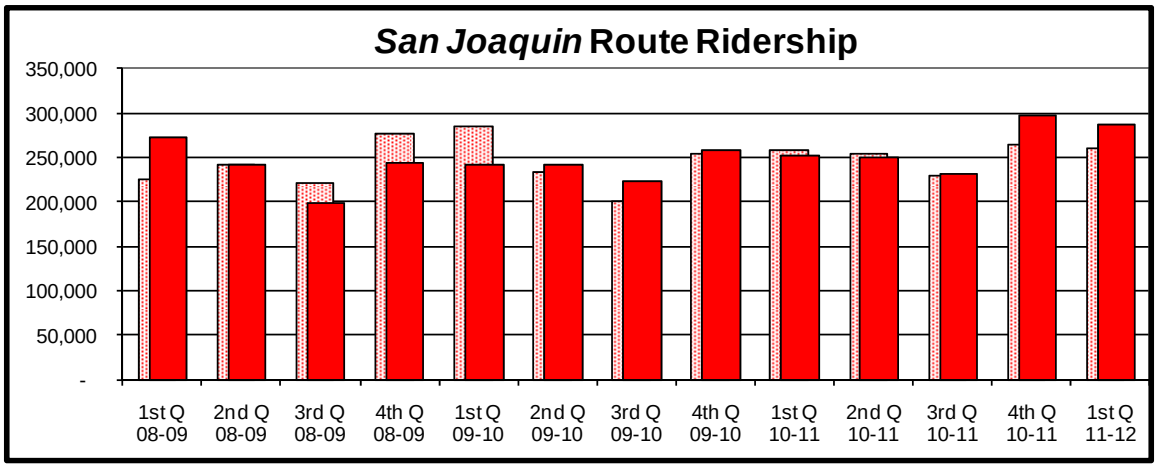
Six daily round-trips serve the *San Joaquin Route*, four operating between Oakland and Bakersfield and two between Sacramento and Bakersfield. All six round-trips have dedicated bus connections between Bakersfield and Los Angeles and other points throughout Southern California. On the north end, buses at Stockton connect Sacramento with Oakland trains and connect Oakland with Sacramento trains, thus providing six daily arrivals and departures for both northern terminals. Additional connecting buses provide feeder service to communities throughout the north end of the State.

Tables at the end of this section provide data on ridership, revenue, expenses, farebox ratio, and on-time performance.

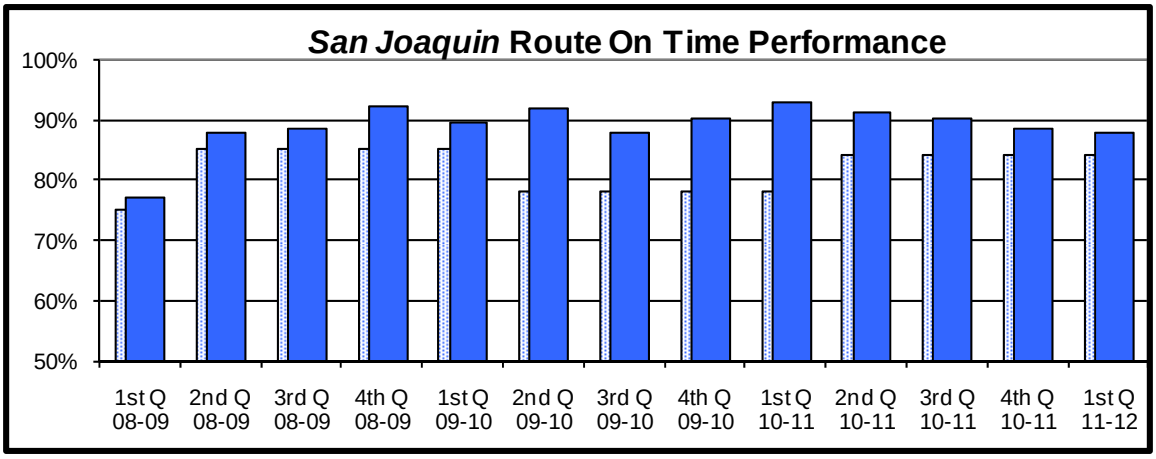
Ridership on the *San Joaquin Route* continued impressive growth by climbing 13.8 percent for the quarter, and was 11.0 percent above the performance goal. This is the eighth consecutive quarter that ridership has increased over the same quarter in the prior year. Ridership in each month set all time highs, as did the quarter as a whole. Also, July set an all-time ridership record with 103,933 passengers.

This strong ridership is all the more impressive considering that the unemployment rate for the counties served by the *San Joaquin Route* is the highest of the three routes. The unemployment rate was 12.8 percent, a decrease of 0.4 percentage points below the same quarter in 2010-11, but was 0.3 percentage points above the prior quarter.

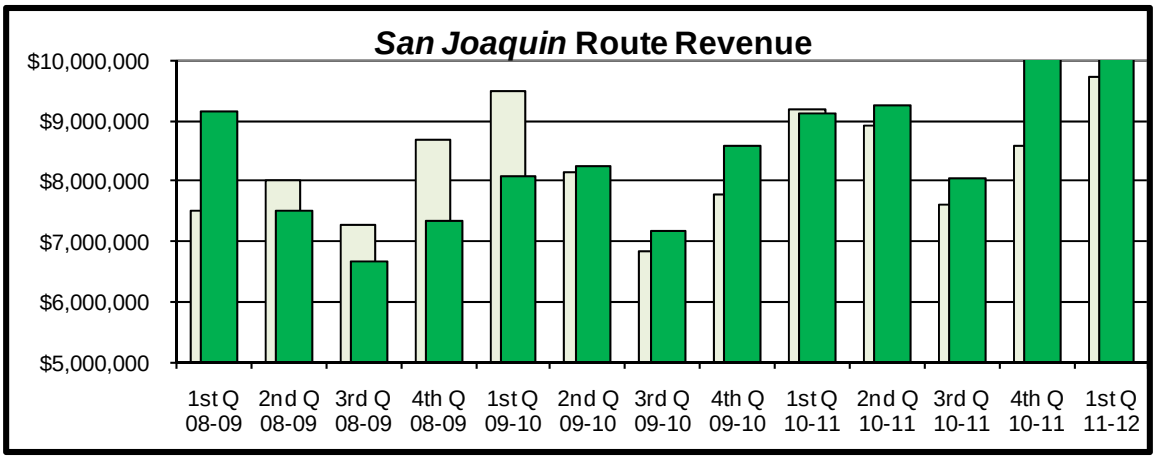
As was reported last quarter, ridership on the *San Joaquin Route* exceeded one million passengers, in FY 2010-11 with 1,032,572 riders. The 12-month Federal Fiscal Year (FFY) period October 2010-September 2011 had even higher ridership, with a total of 1,067,441 passengers. The record ridership continues, as ridership for October 2011 was 12.6 percent over October 2010.



On-time performance (OTP) in the first quarter was 87.9 percent, a 4.9 percentage point decrease over the same quarter in 2010-11. It is, however, 3.9 percentage points above the performance goal of 84 percent. OTP has exceeded the performance goal for each of the last 16 quarters.



Farebox ratio was 53.2 percent in the first quarter 2011-12, 6.0 percentage points above the same quarter the prior year. Revenues for the first quarter increased 14.0 percent compared to the same quarter in the previous year and exceeded the performance goal by 7.1 percent. Expenses increased 1.1 percent from the prior year, and were 0.3 percent below the projected goal.



State-Supported Amtrak California Services - 1st Quarter 2011-12
San Joaquin Route

	ACTUAL RESULTS				*PERFORMANCE GOALS*		
	1st Qtr 11-12	1st Qtr 10-11	Difference	Percent Change	*1st Qtr 11-12*	*Actual to Goals*	*Percent Difference*
Ridership	288,146	253,284	34,862	13.8%	*259,652*	*28,494*	*11.0%*
Revenue	$10,406,774	$ 9,131,883	$ 1,274,891	14.0%	*$ 9,715,375*	*$ 691,399*	*7.1%*
Expense	$19,545,238	$19,339,443	$ 205,795	1.1%	*$ 19,613,682*	*$ (68,444)*	*-0.3%*
Farebox Ratio	53.2%	47.2%	6.0 PP		*49.5%*	*3.7 PP*	
On-Time Performance	87.9%	92.8%	-4.9 PP		*84.0%*	*3.9 PP*	

PP - Percentage Points

Capitol Corridor

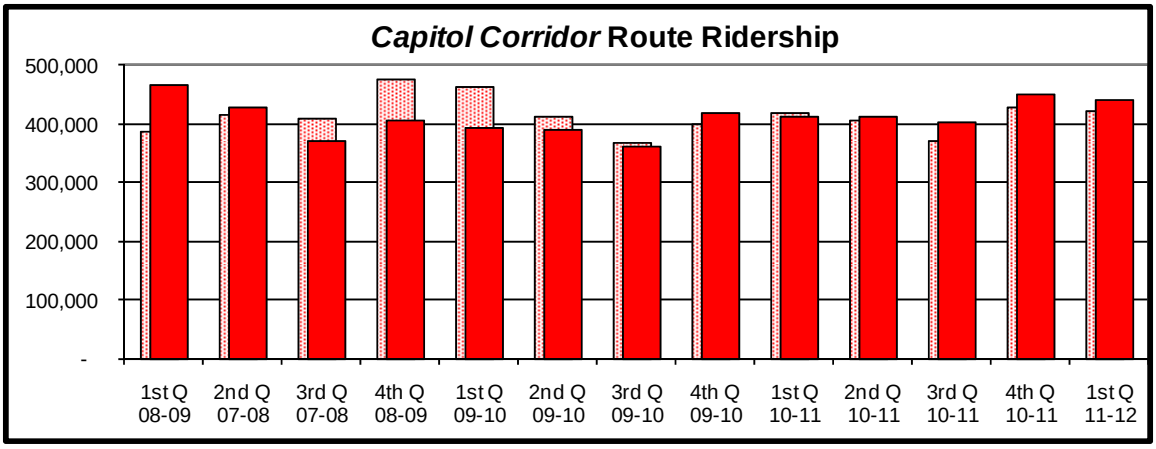
There are currently 16 weekday round-trips between Oakland and Sacramento. One of these trains extends beyond Sacramento to Auburn, and seven of the train extends beyond Oakland to San Jose. On weekends, there are 11 round-trips between Oakland and Sacramento, with one extension to Auburn and seven to San Jose.

Tables at the end of this section provide data on ridership, revenue, expense, farebox ratio and on-time performance.

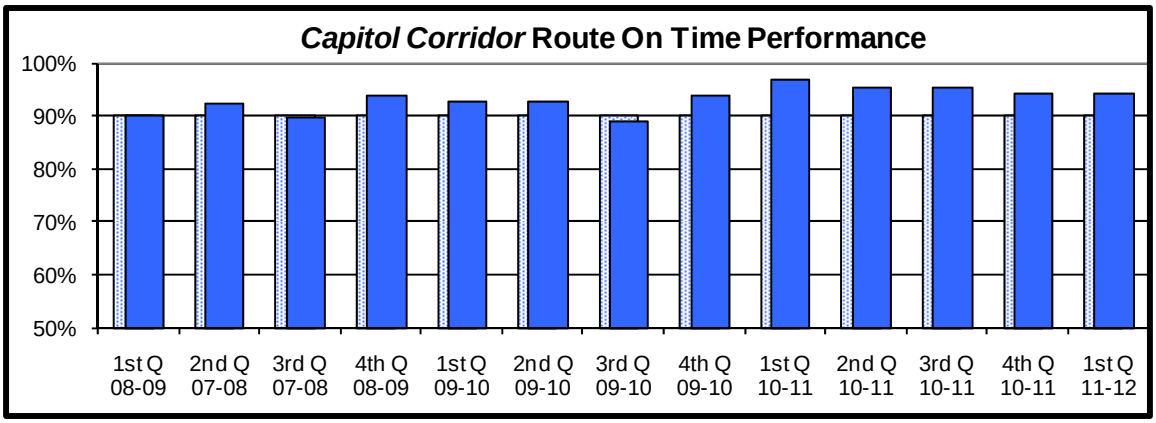
Ridership on the *Capitol Corridor* improved 7.0 percent over the same quarter the prior year, and was 4.5 percent above the performance goal for the quarter. Ridership on the *Capitol Corridor* for each of the past 17 months out-performed the same month in the prior year.

As reported last quarter, ridership on the *Capitol Corridor* set an annual record of 1,679,889 riders in FY 2010-11. The record annual ridership continued in FFY 2010-11 (October 2010-September 2011) with a record of 1,708,618 passengers. The record ridership continues, as ridership for October 2011 was 8.9 percent over October 2010.

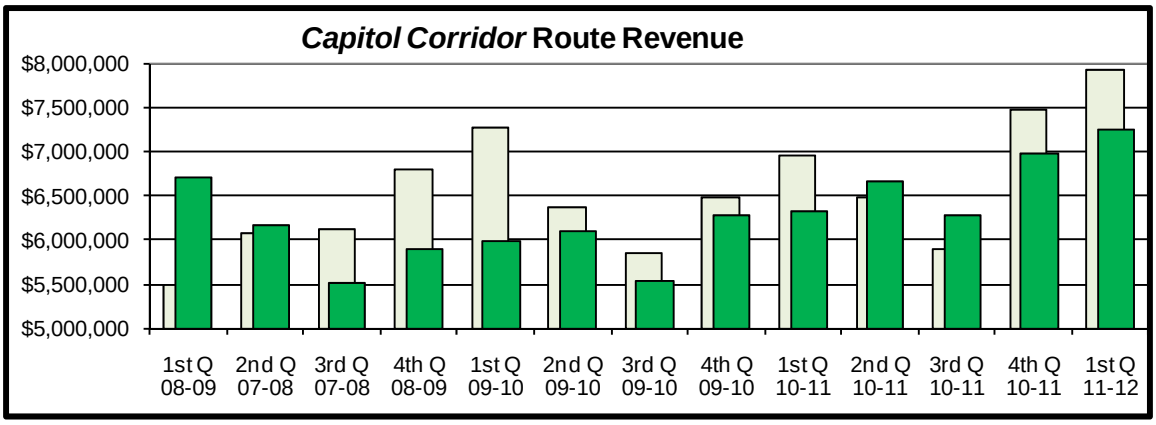
Ridership seems to be paralleling other positive employment trends in the *Capitol Corridor* region. While unemployment in the fourth quarter in the counties served by the corridor was 10.6 percent, it was unchanged from the prior quarter and 0.9 percentage points down from the same quarter in 2010-11.



On-time performance (OTP) remains excellent and recorded a first quarter OTP of 94.2 percent, and but was 2.5 percentage points below the comparable quarter the previous year. OTP has exceeded the *Capitol Corridor* performance goal of 90 percent in 11 of the last 13 quarters, including the last six.



Farebox Ratio, for the first quarter was 47.2 percent, 3.8 percentage points above the same quarter the previous year. Revenues for the first quarter increased 14.3 percent compared to the same quarter in the previous year, and reached record highs each month. Expenses increased 5.2 percent.



State-Supported Amtrak California Services - 1st Quarter 2011-12
Capitol Corridor

	ACTUAL RESULTS				*PERFORMANCE GOALS*		
	1st Qtr 11-12	1st Qtr 10-11	Difference	Percent Change	*1st Qtr 11-12*	*Actual to Goals*	*Percent Difference*
Ridership	440,746	412,017	28,729	7.0%	*421,945*	*18,801*	*4.5%*
Revenue	$ 7,236,747	$ 6,331,345	$ 905,402	14.3%	*$ 7,932,000*	*$ (695,253)*	*-8.8%*
Expense	$15,347,782	$14,588,774	$ 759,008	5.2%	*$ 15,243,314*	*$ 104,468*	*0.7%*
Farebox Ratio	47.2%	43.4%	3.8 PP		*52.0%*	*-4.8 PP*	
On-Time Performance	94.2%	96.7%	-2.5 PP		*90.0%*	*4.2 PP*	

PP - Percentage Points

Progress Report on Implementation of State Rail Plan Goals

At its January 2008 meeting, the Commission provided advice and consent on the draft 2007-08 to 2017-18 California State Rail Plan (Rail Plan). The consent resolution states that the Department will report on a quarterly basis on its progress in meeting the goals in the Rail Plan.

The Department has been reporting on the short-term, two-year goals since FY 2008-09. The initial period for the two-year goals was FFY 2007-08 - FFY 2009-10. In FFY 2010-11, the goals were updated to reflect the new period as follows. If a 2009-10 goal had not yet been met it continued to be reported. Additional goals were also added that in the Rail Plan were considered intermediate term goals (through 2012-13).

Following are tables for each route that show the goals for FFY 2010-11 (October 2010-September 2011) and the progress in meeting them.

Pacific Surfliner Route Objectives		FFY 2010-11 Goals	Progress
Improve On-Time Performance		83%	July - Sept 2011 OTP was 69.7%. FFY 2010-11 OTP was 77.5% Did not exceed goal.
Construct a San Diego Layover Facility - Work With San Diego Association of Governments (SANDAG) to Identify Suitable Location; Develop Funding Partnership for Local, State and Federal Funds; and Develop a Schedule for Delivering the Facility		Identify suitable location and develop funding plan, funding partnership and delivery schedule Proceed with project consistent with funding plan and delivery schedule	A field review with stakeholders identified a new site near Old Town in San Diego. Potentially half the needed acreage is in the City's Redevelopment area, but is privately owned. Stakeholders need to determine if enough additional land can be acquired. Some pre-construction funding is available but no construction funding has yet been identified. Amtrak has provided a preliminary Project Study Report/cost estimate. A meeting between the city of San Diego and the Department took place in January. Future meetings will include BNSF and HSR. It is difficult to proceed with this project due to lack of funding.
Streamline Operations and Improve Passenger Amenities	Implement Automated Ticket Validation (ATV) and Internet ticket purchase	Work with Amtrak, who plans to implement e-ticketing by early 2012.	Amtrak is launching a national e-ticketing program. The CCJPA will be the first corridor in California with e-ticketing in early 2012. The system will be subsequently installed on the San Joaquins and Pacific Surfliners beginning in fall 2012.
	Implement comprehensive wireless network for on-board, safety and equipment operations	Begin installation of Wi-Fi equipment to be completed end of 2011.	$2.5 million in state funding was used to install WiFi on the entire Surfliner fleet, consistent with Amtrak national WiFi standards. The installation process has begun and will be completed by late November 2011. A statewide WiFi launch will occur simultaneously for all three routes by the end of 2012.
Improve Multimodal Connectivity	Cross-ticketing and coordinated Schedules With Metrolink and Coaster per LOSSAN integration	Continue to participate in LOSSAN integration	Caltrans has pledged $50,000 for in-kind support to perform ridership and revenue modeling related to LOSSAN integration. Caltrans continues to participate in LOSSAN integration meetings that are developing near and long-term integrated schedules, and conduct operations and ridership and revenue modeling.
Reduce Travel Times	Monitor integration of Express Service between Los Angeles and San Diego	Monitor success of service	Service began February 15, 2011 - One northbound train departs San Diego at 7:05 am. Caltrans is monitoring ridership on the express train. Ridership in six of the nine months that the train has been in service was lower than the previous year. Ridership on the other three months was about the same as the previous year.
	San Diego to Los Angeles	Under 2.5 Hours Over 10-Year Period Achieve 2.5 hour travel time by 2017-18	Goal to reduce travel time to 2.5 hours requires completion of multiple capital projects: The Los Angeles to Fullerton Triple Track Project is located on approximately 15 miles of BNSF right-of-way within the LOSSAN Corridor. Completion of the third main track will include; new main track; siding upgrades and extensions; upgrade of the railroad infrastructure, signal system upgrades, including Positive Train Control, and various civil structure modifications. The project is divided into eight segments of track construction and six grade separations. Seven of the track segments have been funded (Segment 7 received a Federal award in August, 2011). Segments 1-5 are complete. Segment 6 is scheduled for completion in 2012. Segment 7 construction is expected to begin early in 2012. Segment 8 is unfunded. Two of the six grade separations are funded. Passons Grade Separation is under construction and Valley View Grade Separation is due to go to construction by April 2012. Completion of the project will allow up to 34 Amtrak trains per day operating at 90% on-time performance. CTC approved SANDAG's request to amend the 2010 STIP and approved the allocation for $4.2M for the San Onofre-Pulgas Double Track Project Phase 1. Phase 1 would construct 4.2 miles of double track and complete the environmental and design phases covering both phases. Final design has begun and environmental permitting is in progress. Final design is expected to be completed by December 2012. In October 2010, FRA approved eight PE/NEPA projects that will improve running times when constructed. Four of the eight projects have completed grant agreements.
	Los Angeles to San Luis Obispo	Under 5.0 Hours Over 10-Year Period Achieve 5 hour travel time by 2017-18	Goal to reduce travel time to under 5 hours requires completion of multiple capital projects: Two siding extension projects that will improve running time are programmed in the STIP for 2012-13 in Santa Barbara and Ventura counties. UP has completed preliminary modeling. Additional modeling is being negotiated with UP. Completion of a corridor wide program level EIR/EIS for LOSSAN North will enable the State to compete for Federal funds. Public scoping meetings occurred in January 2011 and the draft PEIR/S is expected to be available in late spring 2012, with the final expected early 2013. FRA signed the agreement for the Ortega PE and NEPA project in April 2011. FRA signed the agreement for the Seacliff PE and NEPA project.
Increase Annual Ridership		2,694,504	July- Sept 2011 ridership was 765,965, exceeding quarterly goal by 3.0%. Ridership in FFY 2010 - 11 exceeded goal by 3.4%.
Increase Annual Revenues (dollars in millions)		$39.7	July - Sept 2011 revenue was $17.6 million, exceeding quarterly goal by 14.1%. Revenue in FFY 2010 -11 exceeded goal by 3.8%.
Increase Farebox Ratio		56.9%	Farebox ratio for FFY 2010-11 is 57.7% and exceeded the goal.
Service Frequency (Total Weekday Trains)	Between San Diego and Los Angeles	11	This is the current frequency.
	Between Los Angeles and Goleta (Santa Barbara)	5	This is the current frequency.
	Between Goleta (Santa Barbara) and San Luis Obispo	2	This is the current frequency.

San Joaquin Route Objectives		FFY 2010-11 Goals	Progress
Improve On-Time Performance		84%	July - Sept 2011 OTP was 87.9%. FFY 2010-11 OTP 89.5% and exceeded the goal by 4.5percentage points.
Streamline Operations and Improve Passenger Amenities	Implement comprehensive wireless network for on-board, safety and equipment operations	Begin installation Wi-Fi equipment to be completed end of 2011.	$2.5 million in state funding was used to install WiFi on the entire Surfliner fleet, consistent with Amtrak national WiFi standards. The installation process has begun and will be completed by late November 2011. A statewide WiFi launch will occur simultaneously for all three routes by the end of 2012.
	Implement Automated Ticket Validation (ATV) and Internet ticket purchase	Work with Amtrak, who plans to implement e-ticketing by early 2012.	Amtrak is launching a national e-ticketing program. The CCJPA will be the first corridor in California with e-ticketing in early 2012. The system will be subsequently installed on the San Joaquins and Pacific Surfliners beginning in fall 2012.
	Implement Positive Train Control (PTC)	BNSF completing project. To be completed by December 2012.	There are four PTC projects, two are funded by Proposition 1A and two are proceeding under a Letter of No Prejudice(LONP) that will allow the locals to pay for their own project, with later reimbursement. The BNSF is currently working on PTC on the San Joaquin Corridor and the Pacific Surfliner Corridor between Los Angeles and Fullerton. Both projects are expected to be completed by December 2012.
	Implement safety and security cameras on trains and at stations	Station and on-board cameras to be implemented by December 2011	Station cameras RFP was awarded early March 2011. Full deployment by March 2012. On-board cab-car cameras installation nearing completion. Nineteen of the twenty-two cameras have been installed. Vendor for locomotive cameras has been selected. Cameras will be installed as part of the scheduled locomotive overhaul.
Improve Multimodal Connectivity	Expand coordination with local transit connections and commuter rail operators	Increase connectivity consistent with results of coordination efforts	Caltrans has improved the transit transfer program with new uniform transfer tickets and is expanding the number of transit providers in the program for both the San Joaquin and Pacific Surfliner corridors.
Reduce Travel Times	Oakland to Bakersfield	Under 6.0 Hours Over 10-Year Period	Projects to reduce travel time are progressing. Kings Park double track project to reduce travel times was placed into service on March 18, 2011.
	Sacramento to Bakersfield	Under 5.0 Hours Over 10-Year Period	Kings Park double track project will benefit Sacramento to Bakersfield service travel times and was placed into service on March 18, 2011.
Increase Annual Ridership		1,037,000	July-Sept 2011 ridership was 288,146, exceeding quarterly goal by 13.5%. Ridership in FFY 2010-11 exceeded the goal by 5.9%
Increase Annual Revenues (dollars in millions)		$34.8	July - Sept revenue was $10.4 million, exceeding quarterly goal by 14.0%. Revenue in FFY 2010-11 exceeded goal by 8.6%.
Increase Farebox Ratio		50.9%	Farebox ratio for FY 2010-11 is 54.2%, exceeding the goal by 3.3 percentage points.
Service Frequency (Total Trains)	Oakland and Bakersfield	4	This is the current frequency.
	Sacramento and Bakersfield	2	This is the current frequency.

Capitol Corridor Route Objectives		FFY 2010-11 Goals	Progress
Improve On-Time Performance		Maintain 90% throughout the ten-year period	July - Sept 2011 OTP was 94.2%. FFY 2010-11 OTP was 94.9%. Exceeded goal by 4.9%.
	Implement comprehensive wireless network for on-board, safety and equipment operations	Begin installation Wi-Fi equipment to be completed end 2011.	Caltrans and CCJPA are contracting with Amtrak to install a wireless network on the Capitol Corridor and San Joaquin fleet through the awarded national Amtrak Wireless Network contract. The installation process has begun and will be completed by the end of 2011. Rollout of WiFi on the San Joaquins and Capitols will occur at the same time as on the Pacific Surfliner corridor, in a statewide WiFi launch.
Enhance Customer Satisfaction	Implement Automated Ticket Validation System and eTicketing	Full implementation expected in the summer of 2011	Amtrak is launching a national e-ticketing program. The CCJPA will be the first corridor in California with e-ticketing in early 2012. The system will be subsequently installed on the San Joaquins and Pacific Surfliners beginning in fall 2012.
	Implement safety and security cameras on trains and at stations	Station and on-board cameras to be implemented by December 2011	Station cameras RFP was awarded early March 2011. Full deployment by March 2012. On-board cab-car cameras installation nearing completion, nineteen of the twenty-two cameras have been installed. Vendor for locomotive cameras has been selected. Cameras will be installed as part of the scheduled locomotive overhaul.
Reduce Travel Times		Reduce by up to 12% over 10-Year Period	Travel time was not reduced in FFY 2010-11 year-to-date and no reductions are planned for the remainder of the FFY.
Increase Annual Ridership		1,601,637	July - Sept 2011 ridership was 440,746, exceeding quarterly goal by 7.0%. Ridership in FFY 2010-11 exceeded goal by 4.9%.
Increase Annual Revenues (dollars in millions)		$26.5	July - Sept revenue was $7.2 million, exceeding goal by 14.3%. Revenue in FFY 2010-11 exceeded goal by 37.0%.
Increase Farebox Ratio		47.2%	Farebox ratio for FFY 2010-11 is 50.8%, exceeded goal by 3.6 percentage points.
Increase Service Frequency	Between Oakland and Sacramento	16	This is the current frequency.
	Between San Jose and Oakland	7	This is the current frequency.
	Between Sacramento and Roseville	1	This is the current frequency.
	Between Roseville and Auburn	1	This is the current frequency.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 3.8
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FY 2011-12 FIRST QUARTER FINANCE REPORT**

Attached is the California Department of Transportation's Fiscal Year 2011-12 First Quarter Finance Report.

Attachment

Department of Transportation Quarterly Finance Report

First Quarter 2011-12

Department of Transportation
Division of Budgets

The purpose of the Quarterly Finance Report is to provide the California Transportation Commission (Commission) with the status of capital allocations versus capacity, and to report any trends or issues that may require action by the Department of Transportation (Department) or Commission regarding transportation funding policy, allocation capacity, or forecast methodology to ensure the efficient and prudent management of transportation resources. Below is the schedule of dates for the development of the Fiscal Year (FY) 2011-12 Quarterly Finance Reports.

California Department of Transportation
Quarterly Finance Report
Schedule of Reports

Fiscal Year	Quarterly Report	Activity	Date
2011-12	2010-11 Q4	Close of Quarter	6/30/11
		Quarterly Report to Commission Staff	8/31/11
		Presented to Commission	9/15/11
	2011-12 Q1	Close of Quarter	9/30/11
		Quarterly Report to Commission Staff	11/15/11
		Presented to Commission	12/7/11
	2011-12 Q2	Close of Quarter	12/31/11
		Quarterly Report to Commission Staff	2/15/12
		Presented to Commission	3/29/12
	2011-12 Q3	Close of Quarter	3/31/12
		Quarterly Report to Commission Staff	5/15/12
		Presented to Commission	6/28/12
2012-13	2011-12 Q4	Close of Quarter	6/30/12
		Quarterly Report to Commission Staff	8/31/12
		Presented to Commission	9/27/12

Department of Transportation Quarterly Finance Report

First Quarter FY 2011-12

EXECUTIVE SUMMARY

2011-12 Capital Allocations vs. Capacity Summary through September 30, 2011 ($ in millions)					
	SHOPP[1]	**STIP[1]**	**TCRP**	**BONDS**	**TOTAL**
Total Allocation Capacity	$2,058	$842	$84	$4,497	$7,480
Total Votes	1,449	254	50	788	2,542
Authorized Changes[2]	-44	-2	0	N/A	-45
Total Remaining Capacity	**$652**	**$589**	**$34**	**$3,709**	**$4,983**

Note: Totals may not add due to rounding
[1]Proposition 1B bond capacity included in total: $58M (Prop 1B SHOPP); $395M (Prop 1B STIP).
[2]Authorized changes include project increases and decreases pursuant to the Commission's G-12 process and project rescissions.

The Commission allocated $2.542 billion toward 200 projects through the first quarter of FY 2011-12. This represents approximately 34 percent of the $7.48 billion total capacity approved by the Commission. Authorized changes totaled a negative $45 million, leaving $4.983 billion in remaining capacity. The majority of the remaining capacity originates from unallocated bond authority. Although $4.497 billion was authorized for bond capacity, only $788 million was allocated toward bond programs during this quarter. There were two noteworthy bond sales that occurred in September and October 2011. Because of these bond sales and the outlook for future bond sales, the Department is no longer recommending the moratorium on bond funded projects.

The cash balances for the State Highway Account (SHA), Transportation Investment Fund (TIF), and the Transportation Deferred Investment Fund (TDIF) were within acceptable range of forecast. The SHA cash balance is estimated for August and September, because actuals were unavailable due to year-end closing. The cash balances for all the remaining Departmental funds differed from forecasted amounts (Refer to Appendix B) for specific reasons. The Public Transportation Account (PTA) cash balance was higher than forecasted due to an early receipt of first quarter revenues and lower than forecasted expenditures. In addition, the scheduled September payment to the State Transit Assistance (STA) did not occur as scheduled. The Transportation Congestion Relief Fund (TCRF) ended the quarter with a cash balance that was lower than forecasted due to the processing of outstanding expenditures that had accrued from the previous year. The expenditures were applied in August 2011.

The federal fiscal year ended in conjunction with the end of the state fiscal year's first quarter. The Department fully obligated $3.4 billion in federal funds allocated to the state, and successfully obtained an additional $135 million through the August redistribution process.

STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

State Highway Operation and Protection Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
SHA	$180	$149	$3	$151	$29
FTF	1,820	1,301	-47	1,254	566
Prop 1B SHOPP	58	0	0	0	58
Total	**$2,058**	**$1,449**	**-$44**	**$1,406**	**$653**

Note: Totals may not add due to rounding

Capital Allocations vs. Capacity

SHOPP allocations totaled $1.449 billion toward 96 projects through the first quarter, representing 70 percent of the $2.058 billion approved capacity. Adjustments totaled a negative $44 million and resulted in $653 million in remaining capacity.

Outlook for Funding & Allocations

Transportation resources continue to be impacted by the state's sluggish economy, lower than expected revenues, and legislative changes. Unfortunately, the SHA experienced the majority of the impact. AB 105 extended the repayment date of a $135 million loan from the SHA to the GF until June 30, 2013. The FY 2010-11 base gasoline excise tax revenues were $94 million lower than forecasted and the tax swap portion of excise tax revenues (17.3 cents per gallon) were $138 million lower than projected. Taking into consideration current commitments from the SHA, the Department still anticipates that the fund will likely reach insolvency levels in FY 2012-13. As mentioned in the September CTC meeting, this shortfall may necessitate another loan to the SHA. If procuring a loan is not a viable option, the SHA funding deficiency could result in a delay in contractor payments and the jeopardizing of federal funds due to inadequate matching state funds.

The Department identified some areas of concern regarding the distribution of weight fee tax revenues. Currently, approximately $72 million in revenues transferred to the SHA, and then transferred to the Transportation Debt Service Fund (TDSF) on a monthly basis. However, monthly revenue reports indicate that the State Controller's Office (SCO) is deducting the full amount from the SHA, but are only backfilling a portion of the amount from the MVFA to the SHA. The Department is working with the SCO to resolve this matter.

Along with the close of the state's first quarter, the federal fiscal year came to an end as well. There is currently no new federal budget; however, the extension of the Federal Transportation Reauthorization Act ends on March 31, 2012. Current funding levels for federal highway and transit programs are expected to remain the same as the prior year. In addition, the President submitted a $447 billion jobs package to Congress in September, which included $60 billion to fund new roads, bridges, and mass transit.

House Transportation and Infrastructure Committee Chairman Representative John Mica proposed a new surface transportation bill that would spend between $230 and $285 billion over the next six years. Funding would be used on roads and bridges, and would be utilized by increasing existing federally funded programs that provide loans and loan guarantees for major transportation projects. Senate

Environment and Public Works Committee Chairwoman Barbara Boxer, however, has also submitted a transportation bill that would spend approximately $109 billion over the next two years. Rather than Rep. Mica's plan to rely on federally funded programs to provide loans and loan guarantees, this bill would consolidate 90 federal highway programs to 30, provide the states with more flexibility in spending highway funding, and expand a pilot program to leverage taxpayer money with private investments.

Recommendations

The Department will continue to closely monitor the fund balance of the SHA and will communicate any changes to the Commission.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

State Transportation Improvement Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
SHA	$200	$129	$0	$129	$71
FTF	200	89	-5	84	116
PTA	47	2	0	2	45
Prop 1B STIP	395	34	4	38	357
Total	**$842**	**$254**	**-$1**	**$253**	**$589**

Note: The FTF STIP capacity was identified only for Transportation Enhancement projects; however, previously approved federally funded Right-of-Way costs continue to charge against the FTF. These charges are expected to taper off in the coming years.

Capital Allocations vs. Capacity

Of the $842 million STIP capacity, a net total of $254 million was allocated through the first quarter of FY 2011-12, including adjustments totaling -$1 million in award savings. There were 66 projects allocated through the first quarter, with a total remaining capacity of $589 million. The bulk of the remaining capacity is bond resources. In light of the struggling economy, the STO was able to sell $1.1 billion in bonds in the first quarter; however, the proceeds were used to refund bond earnings used by the STO to refinance debt incurred through prior bond sales, rather than to support current bond projects. However, another general obligation bond sale occurred in October which resulted in $450 million in bond proceeds being allocated to the Department.

Outlook for Funding & Allocations

State Highway Account (SHA). Although there are no immediate concerns regarding STIP funding from the SHA, the Department projects that the fund will continue to have challenges. The repayment date for the outstanding loan of $135 million to the GF was extended to June 30, 2013. Should the SHA continue to experience funding shortfalls, the Department anticipates having to request a loan to stay solvent.

Federal Trust Fund (FTF). There is currently no new federal budget; however, the current extension of the Federal Transportation Reauthorization Act ends on March 31, 2012. The Department anticipates that the funding will be extended again, and in conjunction with the August redistribution process, will continue to fund the Department's federal programs through the end of the federal fiscal year.

Public Transportation Account (PTA). Effective July 1, 2011, sales of all diesel fuel are subject to an additional sales tax of 1.87 percent, which is transferred quarterly to the PTA. However, pursuant to AB 105, approximately 75 percent of sales tax revenues on diesel fuel are now redirected to State Transit Assistance (STA). As a result, PTA only retains about 25 percent of the total revenues. Based on current revenue projections, we anticipate the PTA being unable to support any allocation capacity in future years. Lastly, the passage of AB 115 postponed the repayment of a $29 million loan from the GF until June 30, 2021.

Transportation Facilities Account (TFA). There was one general obligation bond sale in the first quarter of FY 2011-12 that resulted in $1.1 billion. However, rather than creating more funding for projects funded by Propositions, it was used by the STO to refund bond proceeds to refinance debt incurred through prior bond sales for Propositions 108, 116, and 192. Another general obligation bond sale occurred in October, which allocated $450 million in bond proceeds to the Department.

Transportation Investment Fund (TIF). The Department projects TIF resources will be sufficient to fund its obligations through FY 2011-12. Any remaining TIF obligations which cannot be funded with resources in that fund will become SHA obligations.

Recommendations

The Department will monitor potential impacts, and if necessary, recommend a change to the FY 2011-12 capacity. No additional capacity has been identified in the first quarter from the SHA cash forecast.

TRAFFIC CONGESTION RELIEF PROGRAM (TCRP)

Traffic Congestion Relief Program ($ in millions)					
Fund	**Allocation Capacity**	**Allocations to Date**	**Adjustments**	**Net Allocations**	**Remaining Capacity**
TCRF	$84	$50	$0	$50	$34
Total	**$84**	**$50**	**$0**	**$50**	**$34**

Note: Totals may not add due to rounding

Capital Allocations vs. Capacity

There was approximately $50 million allocated from the TCRP during the first quarter, which represents roughly 60% of the allocation capacity.

Outlook for Funding & Allocations

Approximately $814 million in loan repayments are still outstanding from the GF (See Appendix D). TCRP receives $83 million per year for repayment of $332 million in outstanding Proposition 42 loans. The FY 2011-12 Governor's Budget has indicated that Tribal Gaming repayments (Pre-Proposition 42) would start no earlier than FY 2016-17; however, the Pre-Proposition 42 loans have no statutory repayment schedule.

Recommendations

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

PROPOSITION 1A & 1B BONDS

Proposition 1B Bonds ($ in millions)			
Fund	**Allocation Capacity**	**Allocations to Date**	**Remaining Capacity**
Proposition 1A	$51	$23	$28
CMIA	1,697	$643	1,055
TCIF	1,391	91	1,300
Intercity Rail	240	0	240
State-Local Partnership	200	20	180
Local Bridge Seismic	19	0	19
Grade Separations	214	10	204
Traffic Light Synch.	110	0	110
Route 99	574	1	573
Total	**$4,497**	**$788**	**$3,709**

Capital Allocations vs. Capacity

There were two bond funding events to note during the first quarter of FY 2011-12. First, $224 million of existing, unexpended Proposition 1B bond proceeds were redirected to provide funding totaling $214 million for 138 Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) local transit projects, and $10 million for the Metrolink positive train control project in Los Angeles County. The redirection was possible because it was determined that there was sufficient cash on-hand to fund those projects without adversely affecting the progress of existing projects. Second, the STO conducted a general obligation bond sale in September 2011 that resulted in $1.1 billion in refunding bond proceeds being used by the STO to refinance debt incurred through prior bond sales for Propositions 108, 116, and 192. Although this did not result in any new funding for Proposition 108, 116, and 192 projects, the refinancing is expected to save the state significant General Fund debt service costs relative to those prior bond issuances.

Outlook for Funding & Allocations

The STO conducted a second general obligation bond sale in October 2011, which resulted in $450 million in funding. The STO plans to use some of the bond proceeds to remarket and refund the LACMTA and SANBAG private placement bond debt. It is unknown how much, or if any, new bond proceeds may be made available for transportation projects.

Recommendations

The priority for the use of bond proceeds has been to fund ongoing projects before funding any new allocations. Due to the success of the September and October bond sales, the Department plans to recommend allocation of all bond projects as they come forward for vote through June 2012.

APPENDICES

Appendix A ..... Allocation Capacity and Assumptions

Appendix B .....Cash Forecasts

Forecast Methodology
State Highway Account
Public Transportation Account
Traffic Congestion Relief Fund
Transportation Investment Fund
Transportation Deferred Investment Fund

Appendix C ..... Federal Funding

Appendix D .....Transportation Loans

APPENDIX A – ALLOCATION CAPACITY AND ASSUMPTIONS

2011-12 Allocation Capacity By Fund and Program ($ in millions)					
Fund	**SHOPP**	**STIP**	**TCRP**	**Other Bonds**	**Total**
SHA	$180	$200	$0	$0	$380
FTF	1,820	200	0	0	2,020
PTA	0	47	0	0	47
TCRF	0	0	84	0	84
Prop 1A Bonds*	*0*	*0*	*0*	*51*	*51*
Prop 1B Bonds*	*58*	*395*	*0*	*4,446*	*4,898*
Total Capacity	**$2,058**	**$842**	**$84**	**$4,497**	**$7,480**

* Bond capacity represents total budget authority and is subject to sales in FY 2011-12.

The FY 2011-12 allocation capacity of $7.480 billion includes Proposition 1A and Proposition 1B capacity.

This allocation capacity is based on:

- For SHOPP, FY 2011-12 Budget Act revenue and expenditure estimates, and 2012 STIP Fund Estimate federal receipts.
- The PTA allocation capacity of $47 million is based on a lowered prudent cash balance ($25 million) and includes unused rolled over capacity from FY 2010-11.
- The annual TCRF allocation capacity is based on a dollar-for-dollar ratio of actual revenues received for current year expenditures. The allocation capacity and specific project funding was established by the Commission, in consultation with the Department and local agencies.
- SHOPP and STIP bond capacity is based on the remaining bond authority, budget authority, and any administrative costs. Other Proposition 1B bond capacity is based on budget authority for those funds and is dependent on the sale of sufficient bonds for funding.
- Proposed Proposition 1A capacity is based on the enacted budget and includes FY 2010-11 savings.

APPENDIX B – FORECAST METHODOLOGY

Methodology and Assumptions

The cash forecasts for the SHA, PTA, TCRF, TIF and Transportation Deferred Investment Fund (TDIF) are used by the Department to estimate and monitor the cash balance of transportation funds to determine the level of allocations that can be supported, and to prepare for low or high cash periods. Variances are identified and reported to management and the Commission. If necessary, adjustments are made to capital allocation levels, funding policy, or forecast methodology. The FY 2011-12 cash forecasts and allocation capacities are based on the following assumptions:

- Expenditures for state operations and capital outlay support are based on the FY 2011-12 Budget Act.

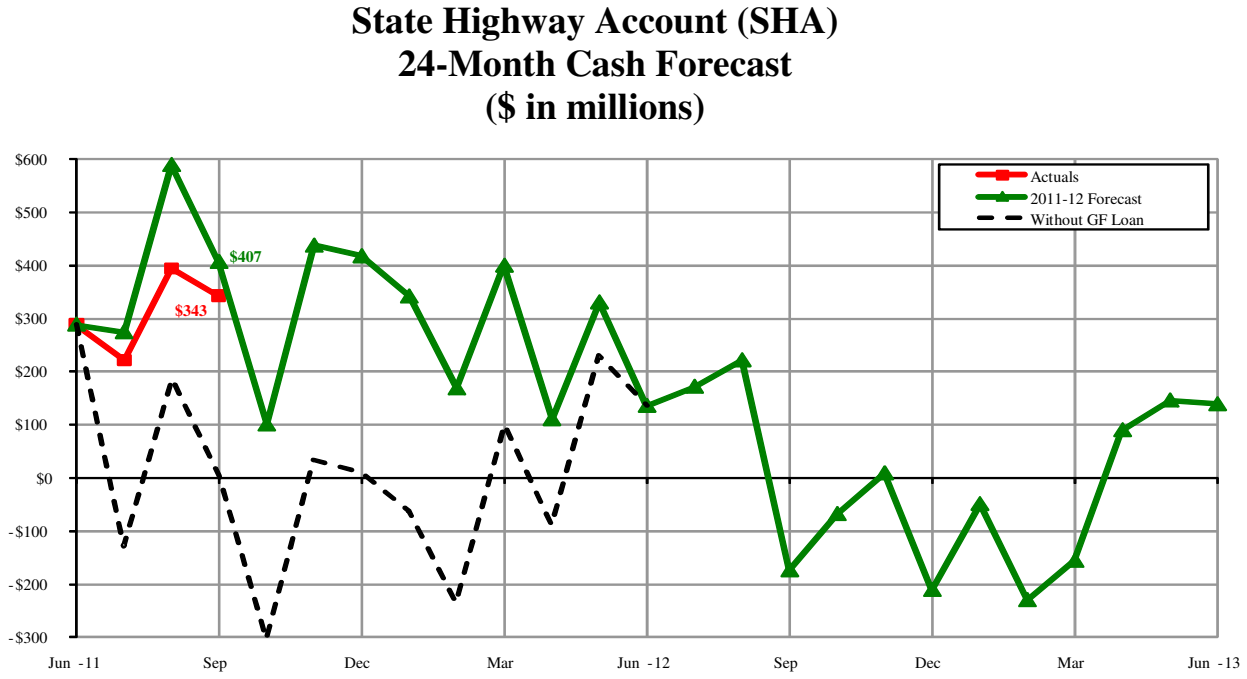
- Capital outlay and local assistance expenditures are based on actual and projected Commission allocations using historical and seasonal construction patterns.

- Monthly adjustments are not forecasted, since they comprise timing differences between the Department's accounting system and the SCO. These adjustments include short-term loans made to the GF, short-term loan repayments, Plans of Financial Adjustments, funds transferred in and out, and reimbursements.

- A $135 million loan from the SHA to the GF authorized in the FY 2009-10 Budget was included in the FY 2010-11 SHA forecast. Also included, is the assumption that the repayment of the $200 million loan from the SHA to the GF in the FY 2008-09, and the subsequent intra-fund loan from the TCRF to the SHA for $200 million will both be delayed until June 2012.

- Federal receipts of approximately $3.0 billion are based on the 2010 STIP Fund Estimate.

APPENDIX B – STATE HIGHWAY ACCOUNT



Year-to-Date SHA Summary

Based on the available data, the SHA ended the first quarter with a cash balance of $343 million, $65 million (16 percent) below forecast. Revenue and transfers for the quarter totaled $947 million, $195 million (17 percent) below forecast. Expenditures for the quarter totaled $1.2 billion, $150 million (15 percent) above forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, totaled a positive $280 million.

The forecast includes a $404 million loan from the GF with repayment scheduled to begin March 2012 in increments of $101 million per month. Despite the current year repayment plan, projections show that the SHA will require a second loan in FY 2012-13 to stay solvent. A significant reduction in September 2012 is projected to occur due to a combination of a delayed HUTA payment to the SHA, and an expenditure associated with the Department's annual payment to the Toll Bridge Seismic Retrofit and Replacement Projects. The revenues, transfers, expenditures and adjustments are estimates. Actuals for August and September were not available due to year-end closing.

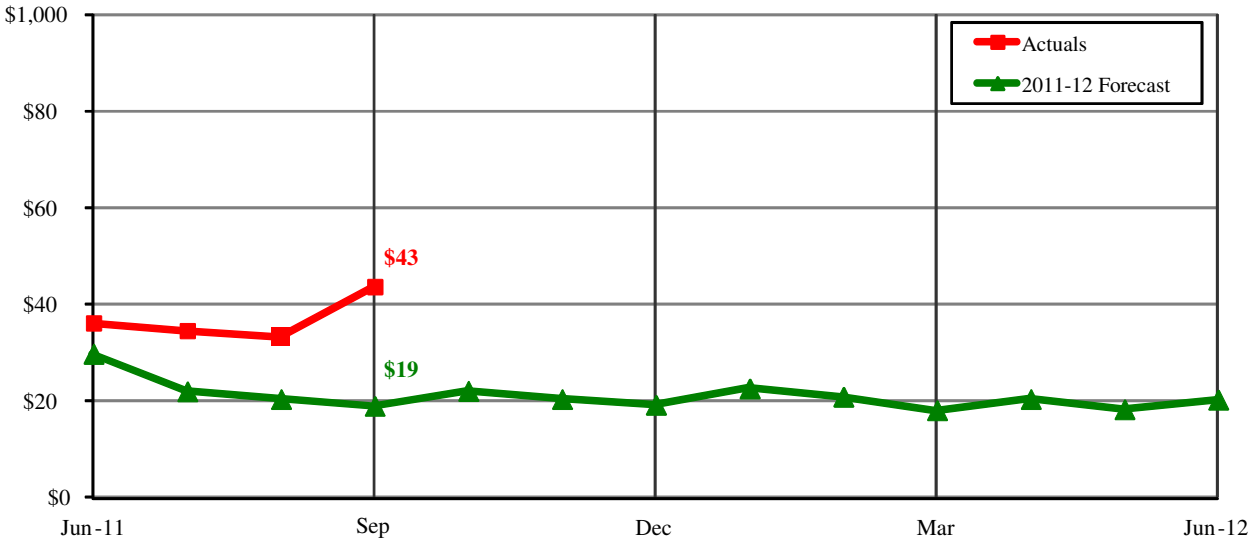
Year-to-Date Reconciliation

($ in millions)				
	Forecast	**Actual**	**Difference**	**%**
Beginning Cash Balance	**$289**	**$289**	**N/A**	
Revenues	1,160	1,170	11	
Transfers	-18	-223	-205	
Expenditures	-1,023	-1,174	-150	
Adjustments	0	280	280	
Ending Cash Balance	**$407**	**$343**	**-$65**	**-16%**

Note: Ending cash balance may differ due to rounding.

APPENDIX B – PUBLIC TRANSPORTATION ACCOUNT

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



Year-to-Date PTA Summary

The PTA ending cash balance for the first quarter was $437 million, $247 million (130 percent) above forecast. Expenditures were $56 million, 24 million (30 percent) lower than forecast. The higher cash balance is due to an early receipt of first quarter diesel sales tax revenues and lower than forecast expenditures. In addition, as of September 30, 2011 the State Transit Assistance payment of $83 million did not occur. Adjustments were a positive $8 million for the quarter.

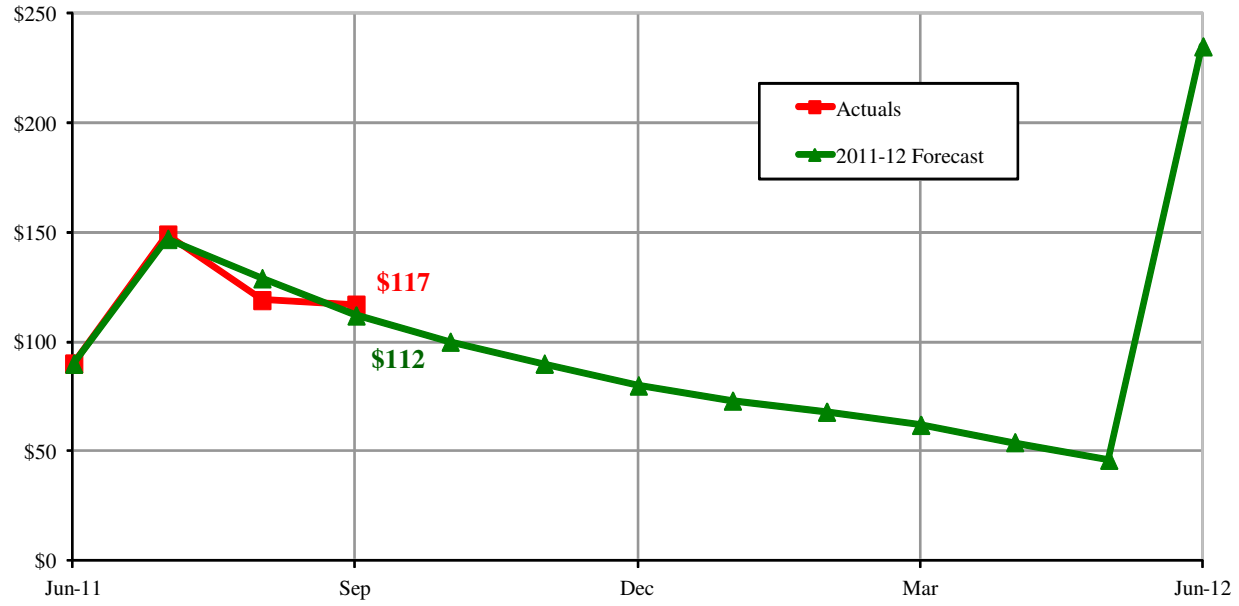
Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$362**	**$362**	**N/A**	
Revenues	0	123	123	
Transfers	0	0	0	
Expenditures	-80	-56	24	
Adjustments	-92	8	100	
Ending Cash Balance	**$190**	**$437**	**$247**	**130%**

Note: Ending cash balance may differ due to rounding.

APPENDIX B – TRAFFIC CONGESTION RELIEF FUND

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



Year-to-Date TCRF Summary

The TCRF ending cash balance for the first quarter was $117 million, $5 million (4 percent) above the forecasted amount of $112 million. Fund transfers totaled $83 million, which were primarily attributed to a single FY 2011-12 suspended Proposition 42 transfer from the TDIF. Expenditures totaled $136 million, $75 million (123 percent) above forecast. This difference was attributed to the processing of accrued expenditures from the previous year, which were applied to the TCRF in August 2011. Adjustments were a positive $79 million for the quarter. The FY 2011-12 year-end forecast includes the $200 million repayment from the SHA, which was borrowed in FY 2008-09 to back-fill a GF fund loan from the SHA. Payment is scheduled for June 2012.

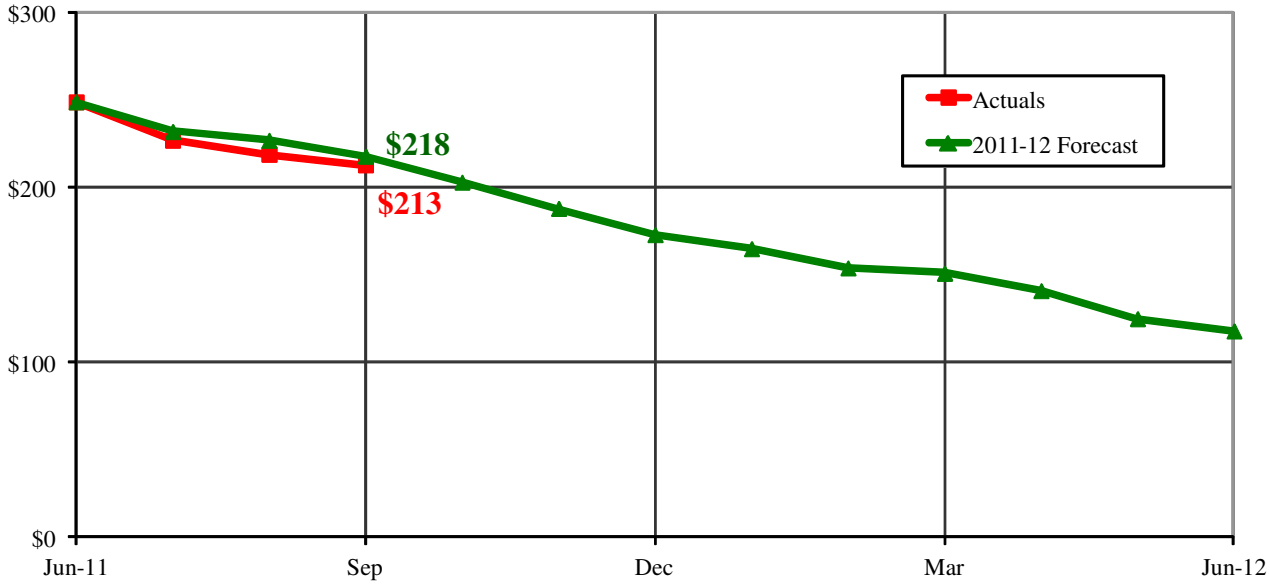
Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$90**	**$90**	**N/A**	
Revenues	0	0	0	
Transfers	83	83	0	
Expenditures	-61	-136	-75	
Adjustments	0	79	79	
Ending Cash Balance	**$112**	**$117**	**$5**	**4%**

Note: Ending cash balance may differ due to rounding.

APPENDIX B – TRANSPORTATION INVESTMENT FUND

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



Year-to-Date TIF Summary

The TIF ending cash balance for the first quarter was $213 million, $5 million (2 percent) below the forecasted amount of $218 million. The TIF is no longer receiving revenue due to ABX8 6 and ABX8 9, collectively known as the Fuel Tax Swap. There were no transfers made in the first quarter. Expenditures totaled $44 million, $12 million (38 percent) above forecast. Adjustments were a positive $7 million for the quarter.

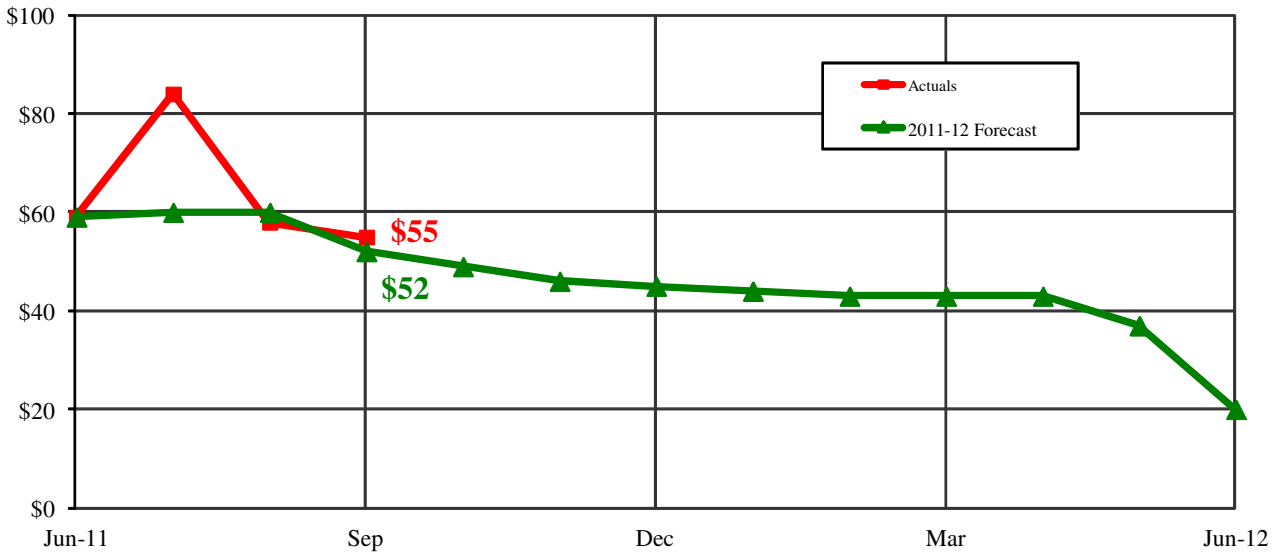
Year-to-Date Reconciliation

($ in millions)				
	Forecast	**Actual**	**Difference**	**%**
Beginning Cash Balance	**$250**	**$250**	**N/A**	
Revenues	0	0	0	
Transfers	0	0	0	
Expenditures	-32	-44	-12	
Adjustments	0	7	7	
Ending Cash Balance	**$218**	**$213**	**-$5**	**-2%**

Note: Ending cash balance may differ due to rounding.

APPENDIX B – TRANSPORTATION DEFERRED INVESTMENT FUND

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



Year-to-Date TDIF Summary

The TDIF ending cash balance for the first quarter was $55 million, $3 million (6 percent) above the forecasted amount of $52 million. One transfer occurred totaling $83 million, which was attributed to the FY 2011-12 suspended Proposition 42 transfer to the TCRF on July 5, 2011. Net adjustments were a negative $4 million for the quarter. This included a $25 million adjustment in July to pay for prior year expenditures. There were no expenditures reported for the quarter. Also, there will be no future allocations from the TDIF.

Year-to-Date Reconciliation

($ in millions)	Forecast	Actual	Difference	%
Beginning Cash Balance	**$59**	**$59**	**N/A**	
Revenues	83	83	0	
Transfers	-83	-83	0	
Expenditures	-7	0	7	
Adjustments	0	-4	-4	
Ending Cash Balance	**$52**	**$55**	**$3**	**6%**

Note: Ending cash balance may differ due to rounding.

APPENDIX C – FEDERAL EMERGENCY PROJECTS

There have been no new disaster declarations for the quarter ending September 30, 2011, nor has the Department received any new Emergency Relief allocations from the Federal Highway Administration (FHWA). The chart below represents disasters that have not been completely funded by FHWA.

Disaster Repair Costs Approved Federal Funding and State/Local Impact ($ millions)			
	Identified Cost of Disaster Repair		
Disaster	State	Local	Total
Dec. 2004 Storm CA05-1	212	102	314
Dec. 2005 Storm CA06-1	328	57	385
So. California Wildfires CA08-3	26	8	34
California Wildfires CA08-6	9	0	9
So. California Wildfires CA09-1	9	0	9
So. California Wildfires CA09-2	12	7	19
Jan. 2010 Storm CA10-1	72	4	76
Humboldt Co. Earthquake CA10-2	1	2	3
Imperial Co. Earthquake CA10-3	1	7	8
Dec. 2010 Storm CA11-1	56	52	108
Modoc Co. Storm damage CA11-2	0	1	1
Mar. 2011 Storm CA11-3	308	15	323
Total Damage Estimate	**$1,034**	**$255**	**$1,289**
Amount Obligated To Date			**$736**
Allocation Available for Future Project Costs			**$11**
Remaining Need			**$542**

Future federal emergency relief of this type can only be used to fund emergency projects and does not represent new capacity, except to the extent that the SHA funds have already been advanced for emergency projects.

APPENDIX D – TRANSPORTATION LOANS

Status of Outstanding Transportation Loans, as of September 30, 2011 ($ in millions)			
FUND	**Original Loan**	**Loans / Interest Paid-to-Date**	**Remaining Balance**
Pre-Proposition 42 (Tribal Gaming Revenue):			
State Highway Account (SHA)	$473	$341	$132
Public Transportation Account (PTA)	275	10	265
Traffic Congestion Relief Fund (TCRF)	482	0	482
Subtotal Pre-Proposition 42 Tribal Gaming Loans:	**$1,230**	**$351**	**$879**
Proposition 42:			
Public Transportation Account (PTA)	$220	$218	$2
Transportation Investment Fund (TIF)	440	440	0
Transportation Congestion Relief Fund (TCRF)[1]	1,066	733	332
Locals	440	440	0
Subtotal Proposition 42 Loans:	**$2,167**	**$1,832**	**$334**
General Fund Loan:			
State Highway Account (SHA)[2]	$335	$0	$335
State Highway Account - Weight Fee Revenues[2]	$576	$0	$576
Public Transportation Account[3]	$29	$0	$29
Other transportation accounts	31	0	31
Subtotal General Fund Loan:	**$971**	**$0**	**$971**
Totals:	**$4,367**	**$2,183**	**$2,184**

Pre-Proposition 42 Loans (Tribal Gaming)

The Pre-Proposition 42 loans occurred in FY 2001-02, when the state was faced with a growing budget deficit and looked to transportation funds to help fill the budget shortfall. The Transportation Refinancing Plan, AB 438 (Chapter 113, Statutes of 2001), authorized a series of loans that included delaying the transfers of gasoline sales tax to transportation for two years (until FY 2003-04), a TCRF loan to the GF, and loans from the SHA and PTA to the TCRF.

In FY 2004-05, the Governor negotiated tribal gaming compacts to repay these loans through bonds, but legal challenges have prevented the bonds from being issued. In FY 2005-06, the Director of Finance began using the compact revenues to make annual payments towards these loan balances pursuant to Section 63048.65 of the Government Code. However, the FY 2011-12 Governor's Budget has indicated that Tribal Gaming repayments would restart no earlier than FY 2016-17 with the SHA as the first fund to be repaid. Passage of AB 115 of 2011 declared that the SHA repayments are revenues derived from weight fees. Upon repayment of the loan to the SHA, the Controller will transfer the funds to the TDSF.

Proposition 42 Loans

In March 2002, Proposition 42 made the transfer of gasoline sales tax to transportation permanent. However, as state budget shortfalls continued, Proposition 42 transfers were partially suspended in FY 2003-04 and completely suspended in FY 2004-05, creating the Proposition 42 loan balances. These loans were partially repaid in FY 2006-07 with a payment of $1.415 billion, leaving approximately $752 million due to the TCRF. Outstanding Proposition 42 loans, as of July 1, 2007, shall be repaid in annual installments not less than one-tenth of the total amount required to be transferred by June 30, 2016. With the reenactment of the fuel tax swap in March 2011 (AB 105), which eliminated the state portion of sales tax on gasoline, there are no current Proposition 42 transfers.

General Fund Loans

The Budget Act of 2008 authorized $230.7 million in loans to the GF from the SHA, the Bicycle Transportation Account, the Local Airport Loan Account, the Motor Vehicle Fuel Account, the Environmental Enhancement and Mitigation Program, the Historic Property Maintenance Fund, and the Pedestrian Safety Account. These funds were transferred to the GF on November 14, 2008. The authorized $230.7 million in loans were scheduled to be repaid by June 30, 2011, but the Budget Act of 2010 delayed the repayments by one year. These loans are now required to be repaid, with interest calculated at the rate earned by the Pooled Money Investment Account (PMIA), by June 30, 2012. Repayments will be made to ensure that the programs supported by the SHA are not adversely affected by the loan.

A $135 million loan from the SHA to the GF was authorized in the FY 2009-10 Budget. The loan to the GF occurred on June 30, 2010. This loan is required to be repaid, with interest calculated at the rate earned by the PMIA, by June 30, 2013.

The FY 2010-11 Budget authorized a $227 million loan from the SHA to the GF, and a $29 million loan from the PTA to the GF. Per Government Code Section 16965.1 loans from the SHA are from weight fee revenues in the SHA fund balance. In addition, a loan of $349 million was transferred to the GF from vehicle weight fees. These loans are required to be repaid, with interest calculated at the rate earned by the PMIA, by June 30, 2021.

Assembly Bill 115 of 2011, which was signed into legislation as the trailer bill to the Budget Act of 2011, extends the use of weight fee revenues and other revenues deposited in the TDSF to pay for transportation debt service through next year. AB 115 authorized the postponement for repayment of $576 million in loans from the GF to transportation funds until June 30, 2021. Upon repayment of the $576 million in loans, the Controller will immediately transfer these funds to the TDSF. In addition, the SHA currently owes the GF $404 million from a payment for the TDSF. Repayment for the $404 million will begin in March 2012, and will be paid in four installments. The Department anticipates that the balance will be fully repaid by the end of June 2012.

Interfund Transportation Loans

Fiscal Year Borrowed	From Account	To Account	Description	Amount	Repaid	Remaining Balance
2008-09	TCRF	SHA	Backfill SHA transfer to the GF	$200	$0	$200
2009-10	PTA	SHA	Backfill SHA transfer to the GF	135	0	135
			Totals	**$335**	**$0**	**$335**

A loan of $200 million was transferred in FY 2008-09 to the SHA from the TCRF to backfill the $200 million loan to the GF. A loan of $135 million was transferred in FY 2009-10 to the SHA from the PTA to backfill the $135 million loan to the GF. To date, these loans have not been repaid.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 3.10
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Brent L. Green
Chief
Division of Right of Way
and Land Surveys

Subject: **FISCAL YEAR 2011-12 1ST QUARTER EXCESS LAND SALES REPORT**

SUMMARY:

For the first quarter of Fiscal Year (FY) 2011-12, the California Department of Transportation (Department) disposed of 72 parcels, valued at $2,567,400 from its surplus inventory. The return to the State Highway Account on the 72 parcels was $2,737,500 for the quarter.

EXCESS LAND DISPOSAL CONTRACT

The Department utilized disposal contracts between the Director and District Directors from July 1, 2006 to June 30, 2011. These contracts were instrumental in disposing 1,998 parcels from the Department's asset portfolio and returning $171,200,000 to the State Highway Account.

The attached spreadsheets are current as of November 10, 2011, and show the status of the past Disposal Contracts.

Attachments
Attachment 1 - All past due Excess Land contract items by contract
Attachment 2 - 2011 Excess Land Disposal Plan

Restoring the Golden State

The California Department of Transportation
Excess Land Disposal Contract 2007

Total Disposal Commitment: 640 **Delivered: 611**

Undelivered: 29

District	County	Route	Disposal Unit	# Parcels	Address/Location	Disp Type	PLANNED DELIVERY DATES: Env Clear	Maps & Deed	Valuation	CTC Approval	Record Deed	Footnote
3	SUT	70	TC033111-01-02	1	YUB/SUT Co Line at Feather River Bl	DG	★	★	★		12/31/07	4
3	SUT	70	TC033112-01-02	1	YUB/SUT Co Line at Feather River Bl	DG	★	★	★		12/31/07	4
3	SUT	70	TC033118-01-01	1	Hwy 70 at Sutter/Yuba County Line	DG	★	★	★		12/31/07	4
5	SB	135	DD000026-01-06	2	Santa Maria Way/Broadway, Santa Maria	PA					09/30/07	2
5	SB	1	DD002261-01-02	1	Harris Grade, Lompoc Bypass	DG		★			12/31/07	3
5	SB	1	DD002261-01-03	1	Harris Grade, Lompoc Bypass	DG						4
5	SB	1	DD002262-01-01	1	Harris Grade, Lompoc Bypass	PA						4
10	MER	99	DD000039-01-01	1	Winton Pkwy OC-Robin Av W of Livingston	SB					06/30/07	1
10	MER	99	DD000801-01-01	1	Bet. Franci St & Cressey St, Livingston	DA				06/07/07	06/30/07	1
10	MER	99	DD000802-01-01	1	Bet. Franci St & Cressey St, Livingston	DA				06/07/07	06/30/07	1
10	MER	99	DD000803-01-01	1	Bet. Franci St & Cressey St, Livingston	DA				06/07/07	06/30/07	1
10	MER	99	DD000804-01-01	1	Bet. Franci St & Cressey St, Livingston	DA				06/07/07	06/30/07	1
10	MER	99	DD000805-01-01	1	Bet. Cressey St & Stefani Av, Livingston	DA				06/07/07	06/30/07	1
10	MER	99	DD000806-01-01	1	Bet. Cressey St & Stefani Av, Livingston	DA				06/07/07	06/30/07	1
10	MER	99	DD000807-01-01	1	Bet. Cressey St & Stefani Av, Livingston	DA				06/07/07	06/30/07	1
10	MER	99	DD000808-01-01	1	Bet. Cressey St & Stefani Av, Livingston	DA				06/07/07	06/30/07	1
10	MER	99	DD000809-01-01	1	At Stefani Av, Livingston	DA			★	06/07/07	06/30/07	1
10	TUO	108	DD009189-01-01	1	East of Sonora to Soulsbyville Rd	DA				09/20/07	09/30/07	1
10	TUO	108	DD009190-01-01	1	East of Sonora to Soulsbyville Rd	DS				09/20/07	09/30/07	1
10	TUO	108	DD009191-01-01	1	East of Sonora to Soulsbyville Rd	PA				09/20/07	09/30/07	1
10	TUO	108	DD013926-01-01	1	East of Sonora to Soulsbyville Rd	PA				09/20/07	09/30/07	1
10	TUO	108	DD013949-01-01	1	East of Sonora to Soulsbyville Rd	DS				09/20/07	09/30/07	1
10	TUO	108	DD013985-01-01	1	W of Sanguinette OH to Standard Rd, Sonora	PA			★	12/13/07	12/31/07	1
10	TUO	108	DD013986-01-01	1	W of Sanguinette OH to Standard Rd, Sonora	PA			★	12/13/07	12/31/07	1
10	TUO	108	DD013987-01-01	1	W of Sanguinette OH to Standard Rd, Sonora	PA			★	12/13/07	12/31/07	1
10	TUO	108	DD014104-01-01	1	W of Sanguinette OH to Standard Rd, Sonora	PA			★	12/13/07	12/31/07	1
10	TUO	108	DD014166-01-01	1	W of Sanguinette OH to Standard Rd, Sonora	PS			★	12/13/07	12/31/07	1
10	TUO	108	DD014167-01-01	1	East of Fir Dr & N of Mono Way, Sonora	PS			★	12/13/07	12/31/07	1
				29								

Disposal Types

PA	Public Auction-Oral Bid	DP	Direct Sale-Private Party
SB	Sealed Bid	DC	Decertification-No Fed Funds
DA	Direct Sale-To the Only Adjoining Ov	DF	Decertification-Fed Funds
DB	Direct Sale-To an Adjoining Owner	MS	Miscellaneous
DG	Direct Sale-Governmental Agency	RW	Incorporation

	Completed
★	Completed Ahead of Schedule
	Behind Schedule
	To Be Completed

Footnotes

1. Poor current economic conditions, but long range expectation for market recovery - Department staff are continuing to monitor market for change in demand.
2. Buyer is negotiating permits with the city and refuses to record pending those negotiations.
3. Project Delivery needs have higher priority
4. Waiting for public agency buyer action.

The California Department of Transportation
Excess Land Disposal Contract 2008

Restoring the Golden State

Total Disposal Commitment: 500 **Delivered: 449**

Undelivered: 51

District	County	Route	Disposal Unit	# Parcels	Address/Location	Disp Type	PLANNED DELIVERY DATES: Env Clear	Maps & Deed	Valuation	CTC Approval	Record Deed	Footnote
3	SAC	244	DD018419-01-02	5	I-80 Auburn Blvd Off-Ramp, Sacramento	SB		★	★	11/13/08	12/30/08	2
4	Ala	238	DD049921-01-01	1	Westerman Court	PA			★	12/10/08	12/31/08	2
4	CC	680	DD048706-01-01	1	N. Main Street	DP		★		12/10/08	12/31/08	6
4	Nap	29	DD052831-03-01	3	Trancas	DP/PA	★	★		12/10/08	12/31/08	3
4	Nap	29	DD052831-04-01	2	Trancas	DP	★	★		12/10/08	12/31/08	3
4	SF	480	DK 061703-01-01	1	Transbay Terminal	DG				12/10/08	12/31/08	3
6	FRE	180	DD 81634-01-01	7	Peach and Turner, Fresno	PA		★	★	Measure	12/31/08	4
6	KER	58	DD002961-02-01	1	Mojave Bypass 58	DA		★	★	11/30/08	12/31/08	5
6	KER	58	DD002970-02-02	1	Mojave Bypass 58	SB		★	★	11/30/08	12/31/08	5
6	KER	58	DD002988-01-01	1	Mojave Bypass 58	DA		★	★	11/30/08	12/31/08	5
6	KER	58	DD003008-01-01	1	Mojave Bypass 58	DA		★	★	11/30/08	12/31/08	5
6	KER	58	DD003008-02-01	1	Mojave Bypass 58	DA		★	★	11/30/08	12/31/08	5
6	KER	58	DD003229-01-01	1	Mojave Bypass 58	DA		★	★	11/30/08	12/31/08	5
6	KER	58	DD003264-01-01	1	Mojave Bypass 58	DA		★	★	11/30/08	12/31/08	5
6	KER	58	DD003300-01-01	1	Mojave Bypass 58	SB		★	★	11/30/08	12/31/08	5
6	KER	58	DD003307-01-01	1	Mojave Bypass 58	DA		★	★	11/30/08	12/31/08	5
6	KER	58	DD003307-02-01	1	Mojave Bypass 58	PA		★	★	11/30/08	12/31/08	5
6	KER	58	DD003447-01-01	1	Mojave Bypass 58	PA		★	★	11/30/08	12/31/08	5
10	TUO	108	DD013858-01-01	4	Fir Drive and Mono Way	PA		★		11/30/08	12/31/08	2
10	TUO	108	DD014007-01-01	2	East of Phoenix Road and Mono Way	PA		★	7/31/08	11/30/08	12/31/08	2
10	TUO	108	DD014035-01-01	2	Peaceful Oak Road and Mono Way	PA		★		11/30/08	12/31/08	2
10	TUO	108	DD014143-01-01	1	Sanguinetti and Mountain View Roads	PA		★		11/30/08	12/31/08	2
10	TUO	108	DU 009193-02-01	3	Hess and Mono Way	PA		★		11/30/08	12/31/08	2
11	SD	125	DD 32164-01-01	1	Sweetwater Rd/West Of Quarry Rd	PA	5/1/08	5/1/08	5/30/08	8/28/08	9/30/08	1
11	SD	125	DD 32140-01-01	1	6647 San Miguel Rd	PA	7/11/08	7/11/08	8/15/08	11/13/08	12/31/08	1
11	SD	125	DD 32141-01-01	1	6637 San Miguel Rd	PA	7/11/08	7/11/08	8/15/08	11/13/08	12/31/08	1
11	SD	125	DD 32143-01-01	1	6600 Block San Miguel Rd	PA	7/11/08	7/11/08	8/15/08	11/13/08	12/31/08	1
11	SD	125	DD 32147-1	1	3245 Dairy Rd	DG	7/11/08	7/11/08	8/15/08	11/13/08	12/31/08	1
11	SD	125	DD 32152-01-01	1	Conduit Rd/South Of Quarry Rd	PA					12/31/08	1
11	SD	125	DD 32152-1	1	Conduit Rd/South Of Quarry Rd	DG	7/11/08	7/11/08	8/15/08	11/13/08	12/31/08	1
11	SD	125	DD 32161-01-01	1	5791 Quarry Rd	PA	★	5/1/08	5/30/08	8/28/08	9/30/08	1
				51								

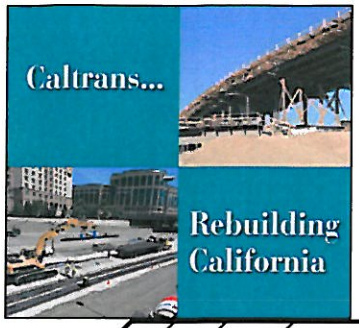
Disposal Types

PA	Public Auction-Oral Bid	DP	Direct Sale-Private Party
SB	Sealed Bid	DC	Decertification-No Fed Funds
DA	Direct Sale-To the Only Adjoining Ov	DF	Decertification-Fed Funds
DB	Direct Sale-To an Adjoining Owner	MS	Miscellaneous
DG	Direct Sale-Governmental Agency	RW	Incorporation

	Completed
★	Completed Ahead of Schedule
	Behind Schedule
	To Be Completed

Footnotes

1. Pending final resolution on park replacement property parcels to be transferred to County of San Diego.
2. Poor current economic conditions, but long range expectation for market recovery - Department staff are continuing to monitor market for change in demand.
3. Waiting for public agency buyer action.
4. Project Delivery needs have higher priority
5. Offered multiple times, but poor current economic conditions and little or no demand for property.
6. Finding A Parcel, adj owner disagrees with value



The California Department of Transportation
Excess Land Disposal Contract 2009

Total Disposal Commitment: 325 **Delivered: 276**

Undelivered: 49

District	County	Route	Disposal Unit	# Parcels	Address/Location	Disp Type	PLANNED DELIVERY DATES: Env Clear	Maps & Deed	Valuation	CTC Approval	Record Deed	Footnote
3	YOL	84	DD031915-01-01	1	Intersection of Jefferson and Stone	DA	★	★	★	4/9/09	6/30/09	1
4	Ala	13	DD 034117-01-01	6	Montclair	DG	★				6/30/09	10
4	Ala	880	DD 050560-01-01	1	7th Street	DG	★			5/14/09	6/30/09	7
4	Ala	880	DD 051885-01-01	1	Heskett Road	DA	★	★	★	5/14/09	6/30/09	5
4	Ala	580	PL-008536-01-01	1	Schaefer Ranch Road	DF	★	10/1/08	1/2/09	5/14/09	6/30/09	8
4	Ala	580	PL-032187-01-01	1	Reynolds & Brown	DF	★	10/1/08	1/2/09	5/14/09	6/30/09	8
4	Nap	29	DD 027923-01-01	1	Devlin Road	DG				5/14/09	6/30/09	5
4	SCl	17	DD 052511-01-01	1	Ferrari	PA	★	★	★	5/14/09	6/30/09	5
4	SF	480	DK 012885-01-01	6	Transbay Terminal	DG					6/30/09	7
4	SM	82	DK 041046-01-01	3	BART	DA	★	★	1/2/09	5/14/09	6/30/09	1
4	Sol	80	DD 010229-01-01	1	Marineworld	DA	★			5/14/09	6/30/09	7
4	Sol	80	DK 000099-04-01	1	Judt et al	DA	★	★	★		6/30/09	9
4	Sol	80	DK 000099-06-01	1	Judt et al	DA	★	★	★	5/14/09	6/30/09	9
4	Sol	80	DK 000099-08-01	1	Judt et al	DA	★	★	★	5/14/09	6/30/09	9
5	SB	135	DK011126-01-01	1	Santa Maria Way & Broadway	DC					6/30/09	2
6	FRE	180	DD083916-01-01	1	Peach and Belmont	DA	★	★	★	Measure	6/30/09	3
6	FRE	180	DD083917-01-01	1	Peach and Belmont	DA	★		★	5/14/09	6/30/09	3
6	FRE	180W	DD084741-01-01	3	180W/ Marks	DA			★	Measure	6/30/09	3
8	Sbd	210	DD004534-01-01	1	E/O East Ave, Rancho Cucamonga	DG	★	★		6/10/09	6/30/09	7
8	Sbd	210	DD009985-01-01	1	15/210 NW Quad, Rancho Cucamonga	PA	★	★	★	6/10/09	6/30/09	5
8	Sbd	210	DD009985-01-02	1	E/O East Ave, Rancho Cucamonga	DG	★	★		6/10/09	6/30/09	7
8	Sbd	210	DD018857-01-01	1	State & Adams, San Bernardino	DA	★	★	★	6/10/09	6/30/09	5
10	CAL	4	DD005287-01-01	1	Route 4	DK	★		1/31/09	5/14/09	6/30/09	3
10	CAL	49	DD007585-01-01	1	Carson Hill-Calaveras County	PA	★	★	1/31/09	5/14/09	6/30/09	3
10	MER	99	DD014932-01-01	1	Route 99 & Vassar	DA	★		1/31/09	5/14/09	6/30/09	3
10	MER	99	DD014937-01-01	1	Route 99	DA	★	★	1/31/09	5/14/09	6/30/09	3
10	MER	99	DD014938-01-01	1	Route 99	DA	★		1/31/09	5/14/09	6/30/09	3
10	SJ	99	DD001633-01-02	1	Escalon	DA	★	★	1/31/09	5/14/09	6/30/09	3
10	SJ	99	DD001845-01-01	1	Moffat Blvd	DA			1/31/09	5/14/09	6/30/09	3
10	SJ	120	DD014347-01-01	2	Manteca	DS	★	★	1/31/09	5/14/09	6/30/09	3
11	SD	76	DD 028086-01-02	1	North Mission Ave	SB			★		11/30/08	1
11	SD	76	DD 028088-01-02	1	West of Old Grove Rd	DA			★		11/30/08	1
12	ORA	1/55	DD 000102-01-01	1	Newport Blvd. & SR 001/Newport Beach	PA	★		5/1/09	6/10/09	6/30/09	12
12	ORA	55	DD 018723-02-01	1	Lincoln Ave.& Nohl Ranch Rd./Orange	PA	★		5/1/09	6/10/09	6/30/09	11
				49								

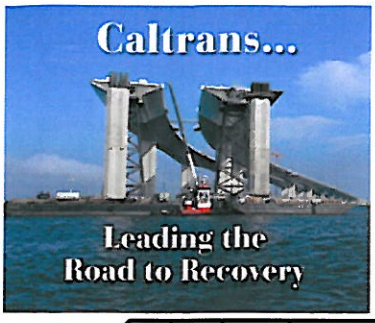
Disposal Types

PA	Public Auction-Oral Bid	DP	Direct Sale-Private Party
SB	Sealed Bid	DC	Decertification-No Fed Funds
DA	Direct Sale-To the Only Adjoining O\	DF	Decertification-Fed Funds
DB	Direct Sale-To an Adjoining Owner	MS	Miscellaneous
DG	Direct Sale-Governmental Agency	RW	Incorporation

	Completed
★	Completed Ahead of Schedule
	Behind Schedule
	To Be Completed

Footnotes:

1 Offered multiple times, but poor current economic conditions and little or no demand for property.
2 Buyer is negotiating permits with the city and refuses to record pending those negotiations.
3 Project Delivery needs have higher priority
5 Poor current economic conditions, but long range expectation for market recovery - Department staff are continuing to monitor market for change in demand.
7 Waiting for public agency buyer action.
8 Waiting for buyer action.
9 Updating valuation.
10 Property sold, approved at Oct 2011 CTC meeting.
11 As of March 9, 2010, OCTA is no longer interested in obtaining the subject parcel. City of Orange requests the subject property for redevelopment reasons. Appraisal pending review by HQ. Anticipate disposal by Dec 2011.
12 Appraisal revision is under review in District. Negotiations with the City of Newport Beach will resume once appraisal report is approved. Anticipate disposal by Dec 2011.



The California Department of Transportation
Excess Land Disposal Contract 2010

(Amended December 2009)

Total Disposal Commitment: 258 **Delivered: 178**

Undelivered: 80

District	County	Route	Disposal Unit	# Parcels	Address/Location	Disp Type	PLANNED DELIVERY DATES: Env Clear	Maps & Deed	Valuation	CTC Approval	Record Deed	Footnote
2	TRI	299	DD008263-02-01	1	Buckhorn Maint. Station Employee House	SB	★	★	★	6/1/10	6/30/10	2
4	SF	480	DK 000361-02-01	3	First & Fremont	DG	★	★	★	★	6/30/10	3
4	SF	480	DK 012925-01-01	1	Harrison	DG	★	★	★	★	6/30/10	3
4	SF	480	DK 061831-01-01	7	Harrison & Folsom	DG	★	★	★	6/1/10	6/30/10	3
4	SF	480	DK 061833-01-01	6	Clementina & Folsom	DG	★	★	★	6/1/10	6/30/10	3
4	SF	480	DK 061834-01-01	4	Folsom	DG	★	★	★	6/1/10	6/30/10	3
4	SF	480	DK 061839-01-01	14	Tehema & Clementina	DG	★	★	★	6/1/10	6/30/10	3
4	SF	480	DK 061840-01-01	3	First & Fremont	DG	★	★	★	6/1/10	6/30/10	3
4	SF	480	DK 061843-01-01	1	Beale & Howard	DG	★	★	★	6/1/10	6/30/10	3
4	SF	480	DK 061844-01-01	1	First & Fremont	DG	★	★	★	6/1/10	6/30/10	3
4	SF	480	DK 061845-01-01	3	Howard & Tehema	DG	★	★	★	6/1/10	6/30/10	3
4	SF	480	DK 061846-01-01	3	Natoma & Howard	DG	★	★	★	6/1/10	6/30/10	3
4	SF	480	DK 061847-01-01	11	Mina & Natoma	DG	★	★	★	6/1/10	6/30/10	3
4	SF	480	DK 061848-01-01	5	First & Fremont	DG	★	★	★	6/1/10	6/30/10	3
4	SF	480	DK 061849-01-01	4	Fremont & Beale	DG	★	★	★	6/1/10	6/30/10	3
4	SF	480	DK 061850-01-01	5	Beale & Howard	DG	★	★	★	6/1/10	6/30/10	3
5	SLO	1	DK 000833-01-02	1	Hardie Park, Cayucos	DG				1/31/10	3/31/10	1
6	FRE	180	DD 80928-01-01	2	180E/ Harvey	PA			★	measure	6/30/10	1
8	SBd	210	DD016049-01-01	3	210 @ Ayala & Casmalia Rialto	PA	1/5/10	12/5/09	1/5/10	3/10/10	3/31/10	1
12	ORA	5	DD 200970-01-01	1	8th St./Western Ave @I-5 - Buena Park	DA	★	★	★	5/28/10	6/30/10	3
12	ORA	5	DD 200970-01-02	1	8th St./Western Ave @I-5 - Buena Park	DA	★	★	★	5/28/10	6/30/10	3
				80								

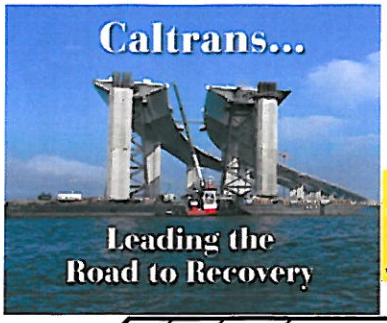
Disposal Types

PA	Public Auction-Oral Bid	DP	Direct Sale-Private Party
SB	Sealed Bid	DC	Decertification-No Fed Funds
DA	Direct Sale-To the Only Adjoining Ov	DF	Decertification-Fed Funds
DB	Direct Sale-To an Adjoining Owner	MS	Miscellaneous
DG	Direct Sale-Governmental Agency	RW	Incorporation

	Completed
★	Completed Ahead of Schedule
	Behind Schedule
	To Be Completed

Footnotes

1	Offered multiple times, but poor current economic conditions and little or no demand for property.
2	Property sold, on Dec 2011 CTC agenda.
3	Waiting for public agency buyer action.



The California Department of Transportation
Excess Land Disposal Contract 2011

1st Quarter Disposal Report **41** **Planned Disposals**

July 1, 2010 to September 30, 2010

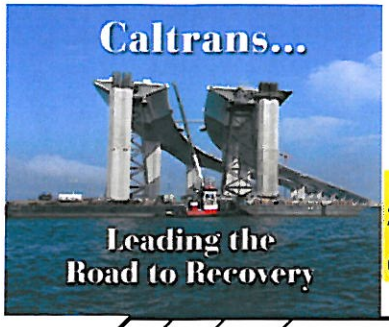
District	County	Route	Disposal Unit	# Parcels	Address/Location	Disp Type	PLANNED DELIVERY DATES: Env Clear	Maps & Deed	Valuation	CTC Approval	Record Deed	Footnote
1	Men	20	DD 011350-01-01	1	32081 Hwy 20, Fort Bragg	PA					★	
3	Sut	99	DD 022967-01-01	1	9645 Richard Road, Live Oak	DG						
3	Sut	99	DD 022968-01-01	1	9653 Richard Road, Live Oak	DG						
3	Sut	99	DD 022969-01-01	1	9665 Richard Road, Live Oak	DG						
3	Sut	99	DD 022970-01-01	1	9677 Richard Road, Live Oak	DG						
3	Sut	99	DD 022971-01-01	1	9687 Richard Road, Live Oak	DG						
4	Ala	92	DK 058111-01-01	1	Peterman Avenue	DP						
4	Ala	92	DK 058112-01-01	1	Peterman Avenue	DP						
4	Ala	92	DK 058113-01-01	1	Peterman Avenue	DP						
4	Ala	92	DK 05814-01-01	1	Peterman Avenue	DP						
4	Ala	92	DK 058115-01-01	1	Peterman Avenue	DP						
4	Ala	92	DK 058116-01-01	1	Peterman Avenue	DP						
4	Ala	92	DK 058117-01-01	1	Peterman Avenue	DP					★	
4	Ala	92	DK 058118-01-01	1	Peterman Avenue	DP					★	
4	Ala	92	DK 058119-01-01	1	Peterman Avenue	DP					★	
4	Ala	92	DK 058120-01-01	1	Peterman Avenue	DP					★	
4	Ala	92	DK 058121-01-01	1	Peterman Avenue	DP					★	
4	Ala	880	DE 050102-01-01	1	Peralta	DG					★	
4	Ala	880	DE 050036-01-01	1	Peralta	DG					★	
4	Ala	880	DE 050034-01-01	1	Peralta	DG					★	
4	SM	35	DK 056373-01-01	1	Skyline Boulevard	DP					★	
4	SCl	87	DK 885007-01-03	1	Guadalupe	DP					★	
5	Mon	101	DD 006178-01-01	1	378 Crazy Horse Rd., Prunedale	PA				★	★	
5	Mon	101	DD 002682-01-02	2	30 Crazy Horse Cyn Rd, Prunedale	DA				★		
5	Mon	101	DE 005806-01-06	1	30 Crazy Horse Cyn Rd, Prunedale	DA				★		
5	Mon	101	DE 005806-01-02	1	32 Crazy Horse Cyn Rd, Prunedale	DA				★		
5	Mon	101	DE 005806-01-03	1	36 Crazy Horse Cyn Rd, Prunedale	DA				★		
5	Mon	101	DE 005806-01-04	1	38 Crazy Horse Cyn Rd, Prunedale	DA				★		
5	Mon	101	DE 005806-01-05	1	34 Crazy Horse Cyn Rd, Prunedale	DA				★		
6	Fre	180	DE 083916-01-04	1	Peach/Belmont	DG						
6	Fre	180	DE 083917-01-04	1	Peach/Belmont	DG						
7	LA	101	DD 980555-01-01	1	Boston/Bunker Hill, Los Angeles	DA				★	★	
7	LA	101	DK 067232-x2-xx	2	Everest/Meadow, Norwalk	DG					★	
8	SBd	71	DD008093-01-01	2	Chino Hills Pkwy & 71	PA						
8	Riv	215	DD017747-01-01	1	Dorothy/Down & 215	PA						
8	SBd	210	DD005679-03-06	1	Riv/210	RW						
8	SBd	210	DD005683-01-03	1	Riv/210	RW						
8	SBd	210	DD010779-01-03	1	Riv/210	RW						
				41								

Disposal Types

PA	Public Auction-Oral Bid
SB	Sealed Bid
DA	Direct Sale-To the Only Adjoining Owner
DB	Direct Sale-To an Adjoining Owner
DG	Direct Sale-Governmental Agency
DP	Direct Sale-Private Party
DC	Decertification-No Fed Funds
DF	Decertification-Fed Funds
MS	Miscellaneous
RW	Incorporation

	Completed
★	Completed Ahead of Schedule
	Behind Schedule
	To Be Completed

Footnotes



The California Department of Transportation
Excess Land Disposal Contract 2011

2nd Quarter Disposal Report **31 Planned Disposals**

October 1, 2010 to December 31, 2010

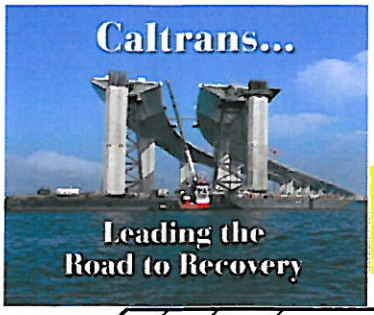
District	County	Route	Disposal Unit	# Parcels	Address/Location	Disp Type	PLANNED DELIVERY DATES: Env Clear	Maps & Deed	Valuation	CTC Approval	Record Deed	Footnote
4	Ala	92	DK 058130-01-01	1	Stanhope Lane	DP		★		★	★	
4	Ala	92	DK 058131-01-01	1	Stanhope Lane	DP		★		★	★	
4	Ala	92	DK 058133-01-01	1	Stanhope Lane	DP		★		★	★	
4	Ala	92	DK 058167-01-01	1	Stanhope Lane	DP		★		★	★	
4	Ala	92	DK 058173-01-01	1	Peterman Avenue	DP		★		★	★	
4	Ala	92	DK 058135-01-01	1	Booker Way	DP		★		★	★	
4	Ala	92	DK 058136-01-01	1	Booker Way	DP		★		★	★	
4	Ala	92	DK 058137-01-01	1	Booker Way	DP		★		★	★	
4	Ala	92	DK 058752-01-01	1	Tallahassee Street	DP		★		★	★	
4	Ala	92	DK 058753-01-01	1	Tallahassee Street	DP		★		★	★	
4	Ala	92	DK 058755-01-01	1	Tallahassee Street	DP		★		★	★	
4	Ala	92	DK 058108-01-01	1	Peterman Avenue	DP		★		★	★	
4	Ala	92	DK 058109-01-01	1	Peterman Avenue	DP		★		★	★	
4	Ala	880	DE 050034-02-01	1	Peralta	DG					★	
5	SLO	101	DD 000157-01-01	1	RTE 101/ Madonna Rd, Madonna Inn, SLO	DP				★	★	
5	Mon	101	DD 006158-01-01	1	8555 Wild Horse Rd., Prunedale	PA				★		
6	Fre	180	DE 080878-01-02	1	180E/Minnewawa	DG			★	★	★	
6	Fre	180	DD 080878-01-01	1	180E/Minnewawa	DG			★	★	★	
7	LA	101	DE 071875-x2-xx	1	4821 Adohr Lane, Camarillo	RW					★	
8	SBd	215	DD018954-01-01	1	215 @ Lytle Creek	DA						
8	SBd	215	DDA06190-01-03	2	215 @ Mill St Ramp	DA						
11	IMP	111	DK 30875-2	2	Ross Rd & Gillrett Road	DG	★	★	★	★	★	
11	IMP	111	DK 31058-X2-XX	2	Hwy 111/Worthington Road	DG	★	★	★	★	★	
11	IMP	78	DE 32655-2	4	SR-111/Shank Road	DG	★	★	★	★	★	
11	SD	125	DE 032150-4	1	Conduit Rd/San Miquel	DG	★	★	★	★	★	
				31								

Disposal Types

- DG Direct Sale-Governmental Agency
- DP Direct Sale-Private Party
- DC Decertification-No Fed Funds
- DF Decertification-Fed Funds
- MS Miscellaneous
- RW Incorporation

Footnotes

- Completed
- ★ Completed Ahead of Schedule
- Behind Schedule
- To Be Completed



The California Department of Transportation
Excess Land Disposal Contract 2011

3rd Quarter Disposal Report **55 Planned Disposals**

January 1, 2011 to March 31, 2011

District	County	Route	Disposal Unit	# Parcels	Address/Location	Disp Type	PLANNED DELIVERY DATES: Env Clear	Maps & Deed	Valuation	CTC Approval	Record Deed	Footnote
1	Hum	101	DD 007581-01-01	1	1912 6th Street, Eureka	PA				2/28/11	3/31/11	4
1	Hum	101	DD 007949-01-01	1	1908 6th Street, Eureka	PA				2/28/11	3/31/11	4
2	Mod	139	DD 001423-01-01	1	301 County Road 176- Newell MTCE	DG				★		
3	Sut	99	DD022963-01-02	2	200 ft. W DeRee Road, Live Oak	DA				★	★	
3	Sut	99	DD022833-01-01	1	3450 Pennington Road, Live Oak	DG				★	★	
3	Sut	99	DD022838-01-01	2	3515 Pennington Road, Live Oak	DG				★	★	
3	Sut	99	DD022935-01-01	1	1885 Clark Road, Live Oak	SB			★	★	★	
4	Ala	92	DK 058138-01-01	1	Booker Way	DP		★		★	3/31/11	1
4	Ala	92	DK 058303-01-01	1	Booker Way	DP		★		★	3/31/11	1
4	Ala	92	DK 058139-01-01	1	Booker Way	DP		★		★	3/31/11	1
4	Ala	92	DK 058140-01-01	1	Booker Way	DP		★		★	3/31/11	1
4	Ala	92	DK 058141-01-01	1	Booker Way	DP		★		★	3/31/11	1
4	SF	480	DK 000395-03-01	1	TJPA	DG				★	★	
4	SF	480	DK 012874-02-01	1	City & County of San Francisco	DH				★	★	
5	SB	1	DD 002261-01-02	1	Jnctn Harris Grade/Burton Mesa, Lompoc	DP				3/17/11	3/31/11	3
5	SB	1	DD 002261-01-03	4	Jnctn Harris Grade/Burton Mesa, Lompoc	DG				3/17/11	3/31/11	3
5	SCr	129	DD 032272-01-02	1	Riverside/Union, Watsonville	DP				3/17/11	3/31/11	2
5	SLO	46	DE 010984-01-02	1	E/O Estrella Rd., Paso Robles (Utility Ease)	DP		★		★	★	
5	SLO	46	DE 010984-01-03	1	E/O Estrella Rd., Paso Robles (Utility Ease)	DP						
5	SLO	46	DE 009299-01-02	1	W/O Branch Rd., Paso Robles (Utility Ease)	DP		★		3/17/11	3/31/11	
5	SLO	46	DE 009299-01-03	1	W/O Branch Rd., Paso Robles (Utility Ease)	DP						
6	Fre	180	DD 081195-01-	1	180/Fowler	DA					★	
6	Fre	180	DD 082369-01-	1	180/Fowler	DA					★	
7	LA	101	DK 076854-x3-xx	3	Purdue Ave, Culver City	DG					★	
8	SBd	215	DD007369-03-01	1	Opal & Colton near 38	DA				★	★	
8	SBd	10	DD003550-01-01	1	10 @ Pepper	DA						
8	SBd	10	DDA07048-01-01	1	10 @ Pepper	DA				★	★	
8	SBd	210	DD015529-01-01	13	Nt of 210 b/t Catawba & Knox Ave	DG				★	★	
8	SBd	210	DK015548-01-01	1	Nt of 210 b/t Catawba & Knox Ave	DG				★	★	
11	SD	125	DK 032086-4	1	East of San Miquel	DG	★	★	★	★	★	
11	SD	125	DK 032086-2	1	East of San Miquel	DP	★	★	★	★	★	
11	SD	125	DD 032113-2	1	Otay Mesa	DP	★	★	★	★	★	
11	SD	125	DK 030538-1	3	8516 Troy Lane, Lemon Grove	DG	★	★	★	★	★	
11	Imp	111	DK 030893-1	1	373 Aten Road, El Centro	DG	★	★	★	★	★	
				55								

Disposal Types

PA	Public Auction-Oral Bid
SB	Sealed Bid
DA	Direct Sale-To the Only Adjoining Owner
DB	Direct Sale-To an Adjoining Owner
DG	Direct Sale-Governmental Agency
DP	Direct Sale-Private Party
DC	Decertification-No Fed Funds
DF	Decertification-Fed Funds
MS	Miscellaneous
RW	Incorporation

	Completed
★	Completed Ahead of Schedule
	Behind Schedule
	To Be Completed

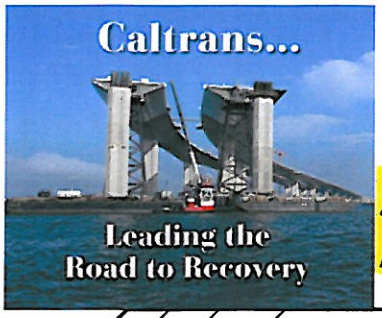
Footnotes

1 TCE extended thru 12-31-11. Anticipate recording 2012.

2 Non performance by grantee, attempting to salvage the transaction.

3 Dump site on Caltrans property. In negotiations w/County for a land swap of a more marketable property. County is preparing mapping.

4 Auction held, no bidders. Will revaluate and attempt to auction again. Anticipated disposal 9/12.



The California Department of Transportation
Excess Land Disposal Contract 2011

4th Quarter Disposal Report **53 Planned Disposals**

April 1, 2011 to June 30, 2011

District	County	Route	Disposal Unit	# Parcels	Address/Location	Disp Type	PLANNED DELIVERY DATES: Env Clear	Maps & Deed	Valuation	CTC Approval	Record Deed	Footnote
1	Lak	20	DD 010736-01-01	1	3060 Lakeshore Blvd, Nice	PA	★	★	★	★	★	
1	Men	101	DD 011653-01-01	1	311 Shell Lane, Willits	DA	★	★	★	6/22/11	6/30/11	12
3	Sut	99	DD021963-01-01	1	11163 Township Road, Live Oak	DB				★	★	
3	Sut	99	DD022853-01-01	1	near 10721 Township Road, Live Oak	DB				★	★	
3	Sut	99	DD022975-01-01	1	11005 Township Road, Live Oak	DB				★	★	
4	Ala	238	DD 055670-01-01	1	Vallejo Street	PA	★		★	★	★	
4	Ala	238	DD 055840-01-01	1	Mission Street	PA	★		★	5/30/11	6/30/11	3
4	SCl	85	DE 041295-02-01	2	Oka Road	DP			★	★	6/30/11	4
4	SCl	85	DE 041295-03-01	3	Oka Road	DP			★	★	6/30/11	4
4	SCl	85	DE 041295-04-01	1	Oka Road	DP			★	★	6/30/11	4
4	Ala	680	DD 046921-01-	1	Pleasanton	DG		★	★	★	★	
4	SF	480	DK 012889-01-01	3	Essex Street	DG					★	
4	Ala	880	DE 050034-03-01	1	Peralta	DG					6/30/11	4
4	Ala	880	DK 062226-X1-X1	1	Home Depot	EX		★	★	★		
5	SB	154	DK 011271-01-01	1	White Lotus Foundation/Former R/W	DP	6/25/09	9/30/10	12/31/10	6/15/11	6/30/11	9
5	SLO	1	DK 000808-01-02	2	Hardy Park, Cayucos	DG						
6	Fre	168	DD 083826-01-	1	Temperance/Alluvial	DA						
6	Fre	180	DD 073506-09-	1	Divisidero	DA			4/1/11	5/15/11	6/30/11	10
6	Fre	180	DE 085336-01-02	1	West/Valentine	DG						
6	Tul	99	DD 064966-01-	1	K Street	PA			★	5/15/11	6/30/11	11
7	LA	105	DD 079486-01-01	1	11715 Manhattan Pl., Los Angeles	PA		★	★	★	★	
7	LA	405	DD 076878-01-01	1	3539 Tuller Ave., Los Angeles	PA		★		★	★	
7	LA	405	DD 076879-01-01	1	3533 Tuller Ave., Los Angeles	PA		★		★	★	
7	LA	405	DD 076880-01-01	1	3527 Tuller Ave., Los Angeles	PA		★		★	★	
7	LA	405	DD 076881-01-01	1	3523 Tuller Ave., Los Angeles	PA		★		★	★	
7	LA	405	DD 076884-01-01	1	3505 Tuller Ave., Los Angeles	PA		★		★	★	
7	LA	405	DK 076906-01-01	2	11323 Bradduck Ave, LA	PA		★		★	★	
7	LA	405	DD 077106-01-01	1	4438 Corrinth Ave., Los Angeles	PA		★		★	★	
7	LA	101	DD 980557-01-01	1	11210 Moorpark St., N. Hollywood	DA		★	★	★	★	
8	Riv	215	DD018089-01-01	1	Greg Place near 215 in Riverside	PA	★	★	★	5/30/11	6/30/11	6
8	SBd	210	DD009971-01-01	2	210 @ Clifford in Rialto	DA	★	★	★	5/30/11	6/30/11	7
10	Cal	4	DD 014876-01-01	1	Angels Camp	PA	9/1/08	11/30/10	1/31/11	5/30/11	6/30/11	11
11	Imp	86	DK 026719-3	1	Hwy 86 at Lack Rd	DG	★	★	★	★	★	
11	Imp	86	DK 026722-2	2	Hwy 86 W of Trifolium Lat 8	DG	★	★	★	★	★	
11	Imp	86	DK 026723-3	1	Hwy 86 W of Trifolium Lat 9	DG	★	★	★	★	★	
11	Imp	86	DK 026723-4	1	Hwy 86/Hoskins Rd	DG			★	★	★	
11	Imp	86	DK 026730-3	4	Hwy 86 Buck Road	DG		★	★	★	★	
11	SD	76	DD 023661-01-01	2	South of Mission Ave,slightly east of Frontier	PA			★	5/31/11	6/30/11	2
11	Imp	111	DK 030896-2	2	E. Dealwood Rd., El Centro	DG	★	★	★	★	★	
				53								

Disposal Types

- PA Public Auction-Oral Bid
- SB Sealed Bid
- DA Direct Sale-To the Only Adjoining Owner
- DB Direct Sale-To an Adjoining Owner
- DG Direct Sale-Governmental Agency
- DP Direct Sale-Private Party
- DC Decertification-No Fed Funds
- DF Decertification-Fed Funds
- MS Miscellaneous
- RW Incorporation

Footnotes

2 Offered at auction 12/10 & 4/11 - no bidders. To be offered again 9/11.
3 Auction held, no bids.
4 Awaiting payment from utility company.
6 Offered at auction 3x, poor market
7 Offered to adj owner. Adj owner feels price too high -appraisal under review.
9 R/W engineering focus on project delivery activities thus still awaiting maps.
10 Found utility easement which requires an appraisal.
11 Project delivery needs have priority. Awaiting appraisal.
12 Propose exchange w/adjoiner. Can't exchange until construction completed. Project on hold-anticipate disposal 4/20.

- Completed
- ★ Completed Ahead of Schedule
- Behind Schedule
- To Be Completed

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 3.13
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Division Chief
Local Assistance

Subject: **QUARTERLY REPORT OF AB 1012 "USE IT OR LOSE IT" PROVISION FOR FEDERAL FISCAL YEAR 2009 UNOBLIGATED CMAQ AND RSTP FUNDS**

SUMMARY:

The annual notice to the Regions, under Assembly Bill (AB) 1012 (Chapter 783, Statutes of 1999) "Use It or Lose It" provisions for Federal Fiscal Year (FFY) 2009 (October 1, 2008 through September 30, 2009), was released on January 10, 2011. As of September 30, 2011, there were no FFY 2009 funds identified as subject to reprogramming under the provisions of AB 1012.

BACKGROUND:

The Intermodal Surface Transportation Efficiency Act was enacted in 1991 and was in effect for six years. During that time, the Regions were able to obligate only 87 percent of their federal funding. The next Federal Highway Act, known as the Transportation Equity Act for the 21st Century (TEA-21), was signed into law in 1998. During the first two years of TEA-21, the Regions' obligation of federal funds dropped to a low of 41 percent. By October 1999, the Regions had accumulated a $1.2 billion backlog in federal apportionments and $854 million in Obligational Authority (OA).

AB 1012 was enacted October 10, 1999, with a goal of improving the delivery of transportation projects and addressing the backlog of the Regions' federal apportionments and OA. AB 1012 states that CMAQ and RSTP funds that are not obligated within the first three years of federal eligibility are subject to reprogramming by the California Transportation Commission in the fourth year in order to prevent the funds from being lost by the state.

The California Department of Transportation (Department) is responsible for monitoring and reporting unobligated balances. The Department provides notification to the Regions of the unobligated CMAQ and RSTP balances that have one year remaining under the AB 1012 guidelines.

The Regions have successfully met and exceeded this goal. Beginning in FFY 2000, and continuing through FFY 2011, the Regions have been able to obligate a minimum of 100 percent of the available OA.

Attachments

Apportionment Status Report
CMAQ and RSTP
(as of September 30, 2011)

Reference No.: 3.13
December 14-15, 2011
Attachment 1

AB 1012
Balances entering the 3rd Year
(from FFY 2009*)
Regional Report Summary

*Previously referred to as Cycle 12

Region	CMAQ Unobligated 9/30/2011 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2011 [2]	RSTP Unobligated 9/30/2011 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2011 [2]
Butte	(321,692)	-	431,731	-
Fresno	12,174,229	-	16,000,776	-
Kern	13,087,909	-	8,147,295	-
Kings	(244,220)	-	274,519	-
Los Angeles	78,173,786	-	139,093,885	-
Madera	144,899	-	260,336	-
Merced	394,094	-	445,767	-
Monterey	291,805	-	2,066,378	-
Orange	11,628,150	-	28,047,362	-
Riverside	5,641,107	-	5,893,841	-
S. F. Bay Area (MTC)	(1,374,637)	-	34,777,533	-
Sacramento (SACOG)	-	-	7,989,841	-
San Benito	-	-	117,820	-
San Bernardino	9,748,063	-	17,234,363	-
San Diego	(668)	-	5,431,504	-
San Joaquin	-	-	3,542,481	-
San Luis Obispo	-	-	1,484,220	-
Santa Barbara	-	-	2,428,023	-
Santa Cruz	-	-	565,708	-
Stanislaus	2,317,157	-	3,833,052	-
Tahoe	1,190,720	-	97,252	-
Tulare	5,160,114	-	833,231	-
Ventura	6,472,985	-	16,070,925	-
Rural Counties & SCAG	$2,250,387	-	$3,452,626	-
TOTAL	146,734,189	-	298,520,466	-

Balances now include:

* July 2011 -- "Actual" FFY 2011 Apportionments.

Footnotes:

[1] Indicates all apportionments not yet obligated.

[2] Totals reflect balances in the third year.

Assumes the use of all previous balances.

Apportionment Status Report
CMAQ and RSTP
(as of September 30, 2011)

Reference No.: 3.13
December 14-15, 2011
Attachment 2

AB 1012
Balances entering the 3rd Year
(from FFY 2009*)
Rural Report Summary

*Previously referred to as Cycle 12

Region	CMAQ Unobligated 9/30/2011 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2011 [2]	RSTP Unobligated 9/30/2011 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2011 [2]
Rural County Information:				
Alpine	-	-	1,628	-
Amador[3, 4]	306,891	-	75,000	-
Calaveras[3, 4]	163,068	-	86,484	-
Colusa	-	-	41,617	-
Del Norte	-	-	60,880	-
El Dorado	-	-	231,170	-
Glenn	-	-	58,547	-
Humboldt	-	-	280,015	-
Imperial (SCAG)[3]	542,862	-	1,187,689	-
Inyo	-	-	8,481	-
Lake	-	-	129,052	-
Lassen	-	-	63,980	-
Mariposa[3]	342,067	-	36,652	-
Mendocino	-	-	190,926	-
Modoc	-	-	3,683	-
Mono	-	-	2,849	-
Nevada[3]	472,906	-	196,826	-
Placer	-	-	138,848	-
Plumas	-	-	44,212	-
Shasta	-	-	361,324	-
Sierra	-	-	1,622	-
Siskiyou	-	-	7,518	-
Tehama	-	-	124,028	-
Trinity	-	-	3,112	-
Tuolumne[3, 4]	422,592	-	116,482	-
Rural Combined Totals:	2,250,387	-	3,452,626	-

Balances now include:
* July 2011 -- "Actual" FFY 2011 Apportionments.

Footnotes:
[1] Indicates all apportionments not yet obligated.
[2] Totals reflect balances in the third year.
[3] Beginning in FFY 2006, these rural regions are now receiving CMAQ apportionments.
[4] MOU was entered into between Amador, Calaveras & Tuolumne and their balances have been adjusted accordingly (MOU spans five FFYs).

Assumes the use of all previous balances.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 3.14
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Division Chief
Local Assistance

Subject: **QUARTERLY REPORT ON LOCAL ASSISTANCE LUMP SUM ALLOCATION FOR FEDERAL FISCAL YEAR 2011**

SUMMARY:

For Federal Fiscal Year (FFY) 2011, the California Transportation Commission (Commission) allocated approximately $1.5 billion to the California Department of Transportation (Department). Of the $1.5 billion administered by the Department, approximately $128 million is state funds and $1.3 billion is federal funds.

As of September 30, 2011, approximately $1.4 billion, or 92 percent, of the $1.5 billion has been sub-allocated to 1,383 local projects. The majority of the sub-allocations (approximately $1.1 billion) are for 1,215 projects in the following categories:

- Regional Surface Transportation Program (RSTP) - 180 projects, $213 million
- RSTP State Match and Exchange - 86 projects, $55 million
- Congestion Mitigation and Air Quality Program (CMAQ) - 259 projects, $340 million
- Freeway Service Patrol (FSP) - 14 projects, $25 million
- High Priority Projects (HPP) - 114 projects, $226 million
- Highway Bridge Program (HBP) - 325 projects, $131 million
- Railroad Grade Separations - 4 projects, $15 million
- Highway Safety Improvement Program (HSIP) - 138 projects, $23 million
- Safe Routes to School (SRTS) - 95 projects, $23 million

The remaining $308 million was sub-allocated for 168 projects in seven other categories (as referenced with an asterisk on the attachment). This includes $244 million in Federal Transit Administration transfers for nine RSTP transit projects and 31 CMAQ transit projects that are at the local agencies' discretion and must be accounted for separately from the RSTP and CMAQ highway projects listed above.

BACKGROUND:

On February 22, 2001, the Commission passed Resolution G-01-08, which states that the Commission will provide an annual lump sum allocation consistent with the Budget Act, and delegate authority to the Department to administer the local assistance subvention budget. The resolution further delegates the authority to adjust allocations between expenditure categories, and requires the Department to report to the Commission if transfers in or out of an expenditure category exceed ten percent of its allocation.

Local Assistance Lump Sum Allocation Status for FFY 2011:

As of September 30, 2011, the end of the fourth quarter of FFY 2011, approximately $1.3 billion, or 92 percent of the $1.5 billion allocated, has been sub-allocated for 1,383 projects. In FFY 2011, the Department has sub-allocated 100 percent of the federal funding authorized by the Federal Highway Administration for the twelfth consecutive year.

The Miscellaneous category is at 405 percent use of its allocation amount, which also includes federal discretionary programs. Due to the nature of these programs, budget authority is not requested during the budget development process because it is unknown which discretionary program will be funded. However, sub-allocations in this category are funded from funds available in other programs. Historically, the majority of funds expended in the Miscellaneous category are for Emergency Relief projects.

The Railroad Grade Crossing Protection (RGCP) program currently has no sub-allocations. The Department received the list of RGCP projects from the Public Utilities Commission, but the contracts have not been fully executed. The Department anticipates the sub-allocation of all RGCP funds will occur as soon as the local agencies sign their contracts.

Attachment

LOCAL ASSISTANCE FUNDS
FFY 2011
As of September 30, 2011
(Dollars in Thousands)

Fund Description	Commission Allocation			Total Sub-Allocations				Allocation Balance			Percent Sub-Allocated	Number of Projects
	State	Federal	Total	State	Federal	Total		State	Federal	Total	Total	Total
Local Administered & Miscellaneous Programs												
Regional Surface Transportation Program (RSTP)		414,191	414,191		212,817	212,817		-	201,374	201,374	51%	180
RSTP State Match and Exchange	57,849		57,849	55,270		55,270		2,579	-	2,579	96%	86
Congestion Mitigation & Air Quality Program (CMAQ) (1)		405,266	405,266		339,724	339,724		-	65,542	65,542	84%	259
Freeway Service Patrol	25,479		25,479	25,479		25,479		0	-	0	100%	14
High Priority (HPP)/Demonstration (DEMO) Projects		208,170	208,170		225,617	225,617		-	(17,447)	(17,447)	108%	114
Miscellaneous/Emergency Relief (ER)	3,000	1,700	4,700	2,841	16,177	19,018	*	159	(14,477)	(14,318)	405%	66
Bridge Programs												
Bridge Inspection	735	2,640	3,375		743	743	*	735	1,897	2,632	22%	4
Highway Bridge Program		197,120	197,120		130,797	130,797		-	66,323	66,323	66%	325
Local Bridge Seismic Retrofit		30,874	30,874		39,956	39,956	*	-	(9,082)	(9,082)	129%	45
Rail Programs												
Railroad Grade Crossing Protection		11,716	11,716		0	-	*	-	11,716	11,716	0%	0
Railroad Grade Crossing Maintenance	2,000		2,000	2,000		2,000	*	-	-	-	100%	2
Railroad Grade Separations	15,000		15,000	15,000		15,000		-	-	-	100%	4
Safety Programs												
Highway Safety Improvement Program (HSIP)		47,212	47,212		23,124	23,124		-	24,088	24,088	49%	138
High Risk Rural Roads (HRRR)		7,428	7,428		2,066	2,066	*	-	5,362	5,362	28%	11
Safe Routes to School	24,250	20,672	44,922	12,602	9,905	22,506		11,648	10,767	22,416	50%	95
Total Local Assistance Subvention Funds	128,313	1,346,989	1,475,302	113,192	1,000,925	1,114,117		15,121	346,064	361,185	76%	1,343
Federal Transit Administration (FTA) Transfers					243,825	243,825	*					40
Total Local Assistance Including FTA Transfers	128,313	1,346,989	1,475,302	113,192	1,244,750	1,357,942		15,121	346,064	361,185	92%	1,383

Assumptions:
- o Allocations for State funds reflect June-July 2010 meeting vote, Item 2.5h.
- o Allocations for Federal funds reflect September 2010 meeting vote, Item 2.5h.
- o Allocations for Federal funds reflect June 2011 meeting vote, Item 2.5i.
- o The Allocation Balance is the difference between Commission Allocation and Total Expenditure.
- o FTA Transfers are $95,608,000 for RSTP and $147,716,789 for CMAQ.
- o Total Expenditure data is from Info Advantage (accounting system).
- o In accordance with Commission Resolution G-01-08, the Department reports when total transfers in or out of an expenditure category exceed 10 percent of its allocation.

(1) Federal Highway Administration rescinded about $70 million of CMAQ apportionment in FFY 2010-11, which lowers the Department's target for suballocation.

* The $308 million for 168 projects, as referenced in the fourth paragraph of the book item, is the total of all expenditures in the following seven categories: Miscellaneous, Bridge Inspection, Local Bridge Seismic Retrofit, Railroad Grade Crossing Protection, Railroad Grade Crossing Maintenance, High Risk Rural Roads, and Federal Transit Administration Transfers.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 3.15
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Division Chief
Local Assistance

Subject: **NOTIFICATION OF AB 1012 "USE IT OR LOSE IT" PROVISION FOR FEDERAL FISCAL YEAR 2010 UNOBLIGATED CMAQ AND RSTP FUNDS**

SUMMARY:

The annual notice to the Regions, under Assembly Bill (AB) 1012 (Chapter 783, Statutes of 1999) "Use It or Lose It" provisions for Federal Fiscal Year (FFY) 2010 (October 1, 2009 through September 30, 2010), was released on November 15, 2011. With this notification, the total FFY 2010 funds identified as subject to reprogramming under the provisions of AB 1012 are approximately $17 million. This includes approximately $16.9 million of Regional Surface Transportation Program (RSTP) funds and approximately $300,000 of Congestion Mitigation and Air Quality Program (CMAQ) funds.

BACKGROUND:

The Intermodal Surface Transportation Efficiency Act was enacted in 1991 and in effect for six years. During that time, the Regions were able to obligate only 87 percent of their federal funding. The next Federal Highway Act, known as the Transportation Equity Act for the 21st Century (TEA-21), was signed into law in 1998. During the first two years of TEA-21, the Regions' obligation of federal funds dropped to a low of 41 percent. By October 1999, the Regions had accumulated a $1.2 billion backlog in federal apportionments and $854 million in Obligational Authority (OA).

AB 1012 was enacted October 10, 1999, with a goal of improving the delivery of transportation projects and addressing the backlog of the Regions' federal apportionments and OA. AB 1012 states that CMAQ and RSTP funds that are not obligated within the first three years of federal eligibility are subject to reprogramming by the California Transportation Commission in the fourth year in order to prevent the funds from being lost by the state.

The Department is responsible for monitoring and reporting unobligated balances. The Department provides notification to the Regions of the unobligated CMAQ and RSTP balances that have one year remaining under the AB 1012 guidelines.

In order to expend apportionments, Regions require OA. As of November 7, 2011, the Federal Highway Administration (FHWA) has not yet released the total OA level for FFY 2012. Congress has authorized a Continuing Resolution for 49-days through November 18, 2011, which provides OA to Regions for this period. At this time, it is not known when the full annual amount of OA for FFY 2012 will become available. The unavailability of OA limits the ability of Regions to expend their annual apportionments.

Attachments

Apportionment Status Report
CMAQ and RSTP
(as of October 1, 2011)

Reference No.: 3.15
December 14-15, 2011
Attachment 1

AB 1012
Balances entering the 3rd Year
(from FFY 2010*)
Regional Report Summary

*Previously referred to as Cycle 13

Region	CMAQ Unobligated 10/1/2011 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2012 [2]	RSTP Unobligated 10/1/2011 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2012 [2]
Butte	2,353,940	-	3,262,962	-
Fresno	19,234,460	-	27,141,797	4,859,756
Kern	16,155,772	-	17,367,458	-
Kings	1,571,431	-	2,078,586	-
Los Angeles	194,125,194	-	271,747,882	6,439,888
Madera	1,872,511	-	1,974,771	-
Merced	3,182,470	-	3,379,882	-
Monterey	143,485	-	7,665,016	-
Orange	53,246,699	-	67,711,003	-
Riverside	35,933,346	-	27,429,139	-
S. F. Bay Area (MTC)	85,185,957	-	129,310,669	-
Sacramento (SACOG)	31,154,361	-	31,995,600	-
San Benito	-	-	859,647	-
San Bernardino	36,608,413	-	41,055,689	-
San Diego	36,442,441	-	44,642,865	-
San Joaquin	9,798,063	-	11,396,338	-
San Luis Obispo	-	-	4,921,773	-
Santa Barbara	-	-	7,993,008	-
Santa Cruz	-	-	4,127,576	-
Stanislaus	8,581,232	-	10,062,051	-
Tahoe	1,295,386	-	740,404	-
Tulare	7,713,730	-	5,961,681	-
Ventura	12,870,110	-	26,566,886	5,574,964
Rural Counties & SCAG	$5,520,543	277,445	$22,091,825	-
TOTAL	562,989,543	277,445	771,484,505	16,874,608

Footnotes:

* Balances entered the 3rd year on October 1, 2011, and are subject to reprogramming on November 1, 2012. The October 1, 2011 balances include the November 2011 Revised "Advance" FFY 2012 apportionments.

[1] Indicates all apportionments not yet obligated.

[2] Totals reflect balances in the third year.

Assumes the use of all previous balances.

Apportionment Status Report
CMAQ and RSTP
(as of October 1, 2011)

Reference No.: 3.15
December 14-15, 2011
Attachment 2

AB 1012
Balances entering the 3rd Year
(from FFY 2010*)
Rural Report Summary

*Previously referred to as Cycle 13

Region	CMAQ Unobligated 10/1/2011 Delivery Balance [1]	CMAQ Amount Subject to AB 1012 Reprogramming 11/01/2012 [2]	RSTP Unobligated 10/1/2011 Delivery Balance [1]	RSTP Amount Subject to AB 1012 Reprogramming 11/01/2012 [2]
Rural County Information:				
Alpine	-	-	132,836	-
Amador	537,851	105,525	564,126	-
Calaveras	554,209	-	651,612	-
Colusa	-	-	303,654	-
Del Norte	-	-	444,196	-
El Dorado	-	-	1,686,689	-
Glenn	-	-	427,176	-
Humboldt	-	-	2,043,070	-
Imperial (SCAG)	2,092,174	-	3,171,520	-
Inyo	-	-	681,834	-
Lake	-	-	941,600	-
Lassen	-	-	535,381	-
Mariposa	350,107	-	275,362	-
Mendocino	-	-	1,393,048	-
Modoc	-	-	300,089	-
Mono	-	-	232,574	-
Nevada	1,215,318	-	1,479,325	-
Placer	-	-	1,013,074	-
Plumas	-	-	334,399	-
Shasta	-	-	2,636,331	-
Sierra	-	-	132,831	-
Siskiyou	-	-	675,161	-
Tehama	-	-	904,944	-
Trinity	-	-	255,027	-
Tuolumne	770,883	171,920	875,965	-
Rural Combined Totals:	5,520,543	277,445	22,091,825	-

Footnotes:

* Balances entered the 3rd year on October 1, 2011, and are subject to reprogramming on November 1, 2012. The October 1, 2011 balances include the November 2011 Revised "Advance" FFY 2012 apportionments.

[1] Indicates all apportionments not yet obligated.

[2] Totals reflect balances in the third year.

Assumes the use of all previous balances.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 3.18
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **FINAL SUPPORT EXPENDITURES FOR STIP PROJECTS**

SUMMARY:

The California Department of Transportation (Department) is presenting this as an informational item to report final support expenditures for six State Transportation Improvement Program (STIP) projects.

BACKGROUND:

Current STIP Guidelines (Resolution G-11-08), adopted by the California Transportation Commission (Commission) on August 10, 2011, stipulate that the Commission will maintain a long-term balance of county shares and interregional shares, as specified in Streets and Highways Code Section 188.11. Typically, share balance adjustments for final project development, right of way, and construction engineering expenditures are reported to the Commission at the time of construction allocation. The projects shown on the attached list were either programmed for pre-construction components or construction capital was funded with other funds and hence did not require a Commission action. Final expenditure details for these projects are listed on the attached spreadsheet. The Department has officially notified the regional transportation planning agencies of this report.

Attachment

Final Support Expenditures for STIP Projects

($ in 1,000)

Dist	Co	Rte	PPNO	PA&ED			PS&E			R/W Support			R/W		
4	ALA	680	0117												
Project Description				Programmed	Total Expended	Difference	Programmed	Total Expended	Difference	Programmed	Total Expended	Difference	Programmed	Total Expended	Difference
Sunol Grade HOV - North															
Program			IIP	$3,500	$3,500	$0									
Comments				The PA&ED has been completed. No other STIP funds are programmed to any other project phase.											

Dist	Co	Rte	PPNO	PA&ED			PS&E			R/W Support			R/W		
8	RIV	10	0053A												
Project Description				Programmed	Total Expended	Difference	Programmed	Total Expended	Difference	Programmed	Total Expended	Difference	Programmed	Total Expended	Difference
Jefferson Street Interchange															
Program			RIP				$150	$0	$150						
Comments				The original plan was for the Department to perform AAA on the project. But RCTC delivered this project, with Department providing oversight.											

Dist	Co	Rte	PPNO	PA&ED			PS&E			R/W Support			R/W		
11	IMP	10	0021												
Project Description				Programmed	Total Expended	Difference	Programmed	Total Expended	Difference	Programmed	Total Expended	Difference	Programmed	Total Expended	Difference
Brawley Bypass - Route 86 to Route 111															
Program			IIP							$4,263	$4,263	$0	$8,082	$8,082	$0
Comments				The last segment of this corridor project has been delivered.											

Dist	Co	Rte	PPNO	PA&ED			PS&E			R/W Support			R/W		
11	IMP	10	0021												
Project Description				Programmed	Total Expended	Difference	Programmed	Total Expended	Difference	Programmed	Total Expended	Difference	Programmed	Total Expended	Difference
Brawley Bypass - Route 86 to Route 111															
Program			RIP							$1,984	$1,984	$0	$19,354	$19,354	$0
Comments				The last segment of this corridor project has been delivered.											

Dist	Co	Rte	PPNO	PA&ED			PS&E			R/W Support			R/W		
11	SD	11	1000												
Project Description				Programmed	Total Expended	Difference	Programmed	Total Expended	Difference	Programmed	Total Expended	Difference	Programmed	Total Expended	Difference
Route 11 and Otay Mesa Entry (Environmental Only)															
Program			IIP	$6,400	$6,400	$0									
Comments				The PA&ED has been completed. No other STIP funds are programmed to any other project phase.											

IIP Interregional Improvement Plan
RIP Regional Improvement Plan

Final Support Expenditures for STIP Projects

($ in 1,000)

Dist	Co	Rte	PPNO	PA&ED			PS&E			R/W Support			R/W		
8	RIV	10	4110												
Project Description				Programmed	Total Expended	Difference	Programmed	Total Expended	Difference	Programmed	Total Expended	Difference	Programmed	Total Expended	Difference
Widen Route 74 from 2 to 4 Lanes - City Segment															
Program			IIP	$5,513	$5,513	$0									
Comments				The PA&ED has been completed. No other STIP funds are programmed to any other project phase.											

Dist	Co	Rte	PPNO	PA&ED			PS&E			R/W Support			R/W		
6	FRE	41	1350												
Project Description				Programmed	Total Expended	Difference	Programmed	Total Expended	Difference	Programmed	Total Expended	Difference	Programmed	Total Expended	Difference
County Line Expressway															
Program			IIP	$1,880	$1,885	($5)	$2,300	$2,415	($115)	$1,000	$370	$630	$7,500	$772	$6,728
Comments				Project is being deleted from the STIP because construction cannot be programmed until at least Fiscal Year 2018/19.											

IIP Interregional Improvement Plan
RIP Regional Improvement Plan

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14-15, 2011

Reference No.: 4.1
Information

From: BIMLA G. RHINEHART
Executive Director

Subject: **STATE AND FEDERAL LEGISLATION**

STATE LEGISLATION

The Legislature is scheduled to begin the second year of the two-year session on January 4, 2012. The 2012 tentative legislative calendar is provided on Attachment A for your information.

Staff will continue to monitor the first-year pending carryover legislation and identify additional bills as described in the Commission's criteria to guide Commission staff in monitoring legislation and selecting bills that should be brought forward for Commission consideration.

At the Commission's January 2012 meeting, staff will provide a report on bills that were carried over to the second-year session and any new bills that may be introduced.

FEDERAL LEGISLATION

On November 9, 2011, the U.S. Senate Environment and Public Works Committee unanimously approved S.1813, Moving Ahead for Progress in the 21st Century (MAP-21), that would reauthorize the nation's transportation programs for two years. The legislation maintains funding at current levels, reforms the nation's transportation programs to make them more efficient, and provides assistance for transportation projects under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program to leverage state, local, and private-sector funding. A summary of MAP-21 is provided on Attachment B.

Attachments

ATTACHMENT A
December 14-15, 2011

2012 TENTATIVE LEGISLATIVE CALENDAR

January 4	– Legislature reconvenes (second-year of two-year session begins)
January 20	– Last day for any committee to hear and report to the floor bills introduced in their house in 2011
January 31	– Last day for each house to pass bills introduced in 2011
February 24	– Last day for bills to be introduced
March 29	– Spring Recess
April 9	– Legislature reconvenes from Spring Recess
April 27	– Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house
May 11	– Last day for policy committees to hear and report to the floor on nonfiscal bills introduced in their house
May 18	– Last day for policy committees to meet
May 25	– Last day for fiscal committees to hear and report to the floor bills introduced in their house. – Last day for fiscal committees to meet prior to June 4
June 1	– Last day to pass bills out of house of origin
June 15	– Budget Bill must pass by midnight
June 28	– Last day for legislative measures to qualify for November 6 General Election ballot
July 6	– Last day for policy committees to hear and report bills – Summer Recess begins on adjournment provided Budget Bill has been passed
August 6	– Legislature reconvenes from Summer Recess
August 31	– Last day for each house to pass bills – Final Recess begins on adjournment
September 30	– Last day for Governor to sign or veto bills passed by the Legislature before September 1 and in the Governor's possession on or after September 1
November 30	– Adjournment *sine die* at midnight
December 3	– 2013-14 Regular Session convenes for Organizational Session

S. 1813 Moving Ahead for Progress in the 21st Century (MAP-21)

- Reauthorizes the Federal-aid highway program at the Congressional Budget Office's baseline level—equal to current funding levels plus inflation—for two fiscal years
- Consolidates the number of Federal programs by two-thirds, from about 90 programs down to less than 30, to focus resources on key national goals and reduce duplicative programs.
- Eliminates earmarks.
- Expedites project delivery while protecting the environment.
- Creates a new title called "America Fast Forward," which strengthens the Transportation Infrastructure Finance and Innovation Program (TIFIA) program to leverage federal dollars further than they have been stretched before.
- Consolidates certain programs into a focused freight program to improve the movement of goods.

Authorizations and Programs

MAP-21 continues to provide the majority of Federal-aid highway funds to the states through core programs. However, the core highway programs have been reduced from seven to five, as follows:

- **National Highway Performance Program [New core program] –** Consolidates existing programs (the Interstate Maintenance, National Highway System, and Highway Bridge programs) to create a single new program, which will provide increased flexibility, while guiding state and local investments to maintain and improve the conditions and performance of the National Highway System (NHS). This program will eliminate the barriers between existing programs that limit states' flexibility to address the most vital needs for highways and bridges and holds states accountable for improving outcomes and using tax dollars efficiently.
- **Transportation Mobility Program [New core program] –** Replaces the current Surface Transportation Program, but retains the same structure, goals and flexibility to allow states and metropolitan areas to invest in the projects that fit their unique needs and priorities. It also gives a broad eligibility of surface transportation projects that can be constructed. Activities that previously received dedicated funding in SAFETEA-LU, but are being consolidated under MAP-21, will be retained as eligible activities under the Transportation Mobility Program.
- **National Freight Network Program [New core program] –** Addresses the need to improve goods movement by consolidating existing programs into a new focused freight program that provides funds to the states by formula for projects to improve regional and national freight movements on highways, including freight intermodal connectors.
- **Congestion Mitigation and Air Quality Improvement Program [Existing core program] –** Improves the existing CMAQ program by including particulate matter as one of the pollutants addressed, and by requiring a performance plan in large metropolitan areas to ensure that CMAQ funds are being used to improve air quality and congestion in those regions. Reforms the Transportation Enhancements program with more flexibility granted to the states on the use of the funds within the program.

- **Highway Safety Improvement Program [Existing core program]** – MAP-21 builds on the successful Highway Safety Improvement Program (HSIP). MAP-21 substantially increases the amount of funding for this program because of the strong results it has achieved in reducing fatalities. Under HSIP, states must develop and implement a safety plan that identifies highway safety programs and a strategy to address them.

- **Transportation Infrastructure Finance and Innovation Program (TIFIA) –** The TIFIA program provides direct loans, loan guarantees, and lines of credit to surface transportation projects at favorable terms. TIFIA will leverage private and other non-federal investment in transportation improvements. Included in the "America Fast Forward" title of MAP-21 will be provisions that build upon the success of the TIFIA program. MAP-21 modifies the TIFIA program by increasing funding for the program to $1 billion per year, by increasing the maximum share of project costs from 33 percent to 49 percent, by allowing TIFIA to be used to support a related set of projects, and by setting aside funding for projects in rural areas at more favorable terms.

- **Projects of National and Regional Significance Program –** Authorizes a program to fund major projects of national and regional significance which meet rigorous criteria and eligibility requirements. This program authorizes for appropriation $1 billion in Fiscal Year 2013.

- **Federal Lands and Tribal Transportation Highways Programs** – MAP-21 consolidates the existing program structure by creating a new Federal lands and tribal transportation program. The bill maintains funding for maintenance and construction of roads and bridges that are vital to the federal lands of this country.

- **Territorial and Puerto Rico Highways Program** –This program provides funds to the U.S. territories and Puerto Rico to construct and maintain highway, bridge, and tunnel projects.

- **Administrative Expenses** – Funds the general administrative operations of the Federal Highway Administration.

- **Emergency Relief** – Provides funds to states to repair highways and bridges damaged by natural disasters.

- **Highway Bridge and Tunnel Inventory and Inspection Standards** – Improves the existing highway bridge inspection program and authorizes a national tunnel inspection program to ensure the safety of our nation's bridges and tunnels.

Performance Management

- Performance Measures and Targets in MAP-21
  - The bill establishes an outcome-driven approach that tracks performance and will hold states and metropolitan planning organizations accountable for improving the conditions and performance of their transportation assets.

- State and Metropolitan Transportation Planning
  - MAP-21 improves statewide and metropolitan planning processes to incorporate a more comprehensive performance-based approach to decision making. Utilizing performance targets will assist states and metropolitan areas in targeting limited resources on projects that will improve the condition and performance of their transportation assets.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 4.8
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Karla Sutliff
Division Chief
Project Management

Subject: **REPORT ON INVESTMENTS TO STATE HIGHWAY SYSTEM BY OUTSIDE FUNDING SOURCES**

SUMMARY:

California Transportation Commission (Commission) Resolution G-96-17, adopted July 11, 1996, requires the California Department of Transportation (Department) to provide the Commission with a funding summary of projects on the State transportation system financed by other agencies during the previous year. The Department should also include a list of those projects where the local contribution exceeds $20 million.

Attachment 1 (Summary of Local Funding for State Transportation Projects) includes information by county on projects that are 100 percent locally-funded and those projects in the State Transportation Improvement Program and State Highway Operation and Protection Program that are partially funded with local funds. The summary shows funding from Sales Tax Measures separate from other local funds. For construction in Fiscal year 2010-11, the total amount contributed by locals sources for on-system projects is $1,782,445,000.

Attachments 2 through 5 identify those specific projects by county where the local contribution for a project on the State transportation system exceeds $20 million.

The Commission also requested that the Department identify those agencies with existing local sales tax measures in California. This information is provided in Attachment 6.

Attachments

SUMMARY OF
LOCAL FUNDING FOR STATE TRANSPORTATION PROJECTS

(Includes 100% Locally-Funded and Local Contribution to Projects in the STIP and SHOPP)
(X1000)

		PROPOSED FISCAL YEAR OF CONSTRUCTION	
SALES TAX MEASURE FUNDING:		2010-11	2011-12
COUNTY			
Alameda County	Measure	$0	$250
	RM1	$0	$0
	RM2	$0	$110,556
	Local	$0	$3,000
Amador County	Measure	$0	$0
	Local	$285	$0
Butte County	Measure	$0	$0
	Local	$500	$7,914
Contra Costa County	Measure	$0	$63,297
	RM1	$0	$0
	RM2	$0	$0
	Local	$46,700	$117,549
El Dorado County	Measure	$0	$0
	Local	$55,591	$88,312
Fresno County	Measure	$26,233	$5,913
	Local	$0	$0
Imperial County	Measure	$0	$0
	Local	$0	$2,000
Kern County	Measure	$0	$0
	Local	$3,864	$12,889
Kings County	Measure	$0	$0
	Local	$0	$2,000
Los Angeles County	Measure	$174,263	$273,083
	Local	$540,679	$159,325
Madera County	Measure	$6,077	$2,480
	Local	$0	$3,920

SUMMARY OF
LOCAL FUNDING FOR STATE TRANSPORTATION PROJECTS

(Includes 100% Locally-Funded and Local Contribution to Projects in the STIP and SHOPP)
(X1000)

		PROPOSED FISCAL YEAR OF CONSTRUCTION	
SALES TAX MEASURE FUNDING:		2010-11	2011-12
COUNTY			
Merced County	Measure	$0	$0
	Local	$1,592	$633
Monterey County	Measure	$0	$0
	Local	$1,622	$0
Nevada County	Measure	$0	$0
	Local	$1,000	$3,500
Orange County	Measure	$10,000	$0
	Local	$78,308	$25,900
	TOLL ROAD	$0	$0
Placer County	Measure	$0	$0
	Local	$0	$31,500
Riverside County	Measure	$15,895	$20,900
	Local	$234,706	$311,095
Sacramento County	Measure	$0	$0
	Local	$42,630	$7,200
San Bernardino County	Measure	$59,454	$341,617
	Local	$201,223	$85,312
San Diego County	Measure	$48,892	$93,117
	Local	$9,558	$126,135
	TOLL ROAD	$0	$0
San Francisco County	Measure	$742	$0
	RM1	$0	$0
	RM2	$0	$0
	Local	$0	$113,831
San Joaquin County	Measure	$122,659	$47,900
	Local	$13,379	$39,578

SUMMARY OF
LOCAL FUNDING FOR STATE TRANSPORTATION PROJECTS

(Includes 100% Locally-Funded and Local Contribution to Projects in the STIP and SHOPP)
(X1000)

		PROPOSED FISCAL YEAR OF CONSTRUCTION	
SALES TAX MEASURE FUNDING:		2010-11	2011-12
COUNTY			
San Luis Obsipo County	Measure	$0	$0
	Local	$20,121	$1,200
San Mateo County	Measure	$7,256	$34,800
	RM1	$0	$0
	RM2	$0	$0
	Local	$8,000	$11,800
Santa Barbara County	Measure	$10,000	$9,605
	Local	$0	$157
Santa Clara County	Measure	$0	$0
	RM1	$0	$0
	RM2	$0	$0
	Local	$5,803	$55,800
Solano County	Measure	$0	$0
	RM1	$0	$0
	RM2	$0	$69,007
	Local	$0	$0
Sonoma County	Measure	$21,886	$107,272
	RM1	$0	$0
	RM2	$0	$0
	Local	$0	$3,103
Stanislaus County	Measure	$0	$0
	Local	$2,140	$12,320
Sutter County	Measure	$0	$0
	Local	$1,238	$8,138
Tulare County	Measure	$0	$4,678
	Local	$0	$0

SUMMARY OF
LOCAL FUNDING FOR STATE TRANSPORTATION PROJECTS

(Includes 100% Locally-Funded and Local Contribution to Projects in the STIP and SHOPP)
(X1000)

		PROPOSED FISCAL YEAR OF CONSTRUCTION	
SALES TAX MEASURE FUNDING:		2010-11	2011-12
COUNTY			
Ventura County	Measure	$0	$0
	Local	$10,150	$0
Yuba County	Measure	$0	$0
	Local	$0	$18,098
TOTAL MEASURE FUNDS		$503,357	$1,004,912
TOTAL RM1		$0	$0
TOTAL RM2		$0	$179,563
TOTAL LOCAL FUNDS		$1,279,089	$1,252,209
TOTAL TOLL ROADS		$0	$0
GRAND TOTAL		$1,782,445	$2,436,684

Regional Measure funds are for Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma counties only.

PROJECTS FINANCED BY OTHER AGENCIES ON THE STATE TRANSPORTATION SYSTEM WITH A LOCAL CONTRIBUTION IN EXCESS OF $20 MILLION

MEASURE PROJECTS
(x1000)

DIST	County Route	Post Mile	EA	E-FIS PROJ-ID	Plan Prog NO.	Location	Description	LOCAL AGENCY DOLLARS (x1000) BY FISCAL YEAR ADVERTISED 2010-11	2011-12	2012-13	After 2012-13
Alameda County											
4	ALA-84	6.9-10.8	233030	0400000665	0081D	IN ALAMEDA COUNTY IN FREMONT, UNION CITY AND HAYWARD I-880 TO RTE 238 (MISSION BLVD) ROUTE 84 REALIGNMENT (MEASURE-B)	CONSTRUCT 4 LANE HIGHWAY				$52,710
4	ALA-580	0-0	1G130K	0400021125		IN ALAMEDA, SANTA CLARA AND SAN JOAQUIN COUNTIES ON VARIOUS ROUTES AND LOCATIONS	ALTAMONT CORRIDOR RAIL PROJECT FRO				$40,000
TOTAL							**Alameda County Total**	**$0**	**$0**	**$0**	**$92,710**
Contra Costa County											
4	CC-680	2.9-4.4	3A8600	0400000966	0275D	IN CONTRA COSTA COUNTY ON I-680 BETWEEN BOLLIN	DIRECT HOV RAMPS AT NORRIS CANYON				$63,698
4	CC-80	3.8-5.3	0A0801		0235H	IN CONTRA COSTA COUNTY ON ROUTE 80 AT SAN PABL	RECONSTRUCT THE INTERCHANGE TO			$24,887	
4	CC-680	4-6.8	2285H1	0400021066		IN CONTRA COSTA COUNTY ON I-680 AUXILIARY LANE_I	ADD AUXILIARY LANES IN BOTH			$21,779	
4	CC-4	26.6-27.5	2285E1	0400020039	0192H	IN CONTRA COSTA COUNTY IN ANTIOCH FROM 0.3 MILE	WIDEN ROADWAY AND RECONSTRUCT		$62,747		
4	CC-680	15-18.8	0A610K		0283H	IN CONTRA COSTA COUNTY ON ROUTE 680 FROM NORT	CONSTRUCT NORTHBOUND HOV LANE				$134,000
TOTAL							**Contra Costa County Total**	**$0**	**$62,747**	**$46,666**	**$197,698**
Los Angeles County											
7	5	0/1.5	21592	0700001832	2808	From Artesia Boulevard to Coyote Creek Overcrossing	Add HOV and mixed flow lane			$86,770	
7	5	0/7.6	21595	0700001835	4156	Artesia Boulevard to 0.4 mi north of San Gabriel River Bridge	Add HOV and mixed flow lane			$108,161	
7	5	1.8/3	2159C	0700000339	2808A	From Alondra Boulevard overcrossing to Shoemaker Avenue overcrossing	Carmenita interchange improvement	$77,656			
7	5	2.4/4.2	21593	0700001833	4154	From Shoemaker Avenue to Silverbow Avenue	Add HOV and mixed flow lane		$42,371		
7	5	29.4/31.6	1218W	0700001119	3985	From south of Magnolia Boulevard to just north of Buena	Construct one HOV lane in each direction and		$186,157		
7	5	3.7/6.1	21594	0700001834	4155	From Silverbow Avenue to Orr and Day Road Overhead	Add HOV and mixed flow lane		$30,624		
7	5	31.6/36.4	12181	0700000114	0142F	From Buena Vista Street to Route 170	Construct one HOV lane in each direction	$62,319			
7	134	0.9/2.9	26030	0700000487	3916	Burbank	Construction of Soundwall			$30,800	
7	210	25.3/32.2	23290	0700000388	3084	Pasadena and Arcadia	Construction of Soundwall			$31,400	
7	210	31.8/34.2	25060	0700000446	3692	Arcadia and Monrovia	Construction of Soundwall			$26,700	
7	710	26.5/32.7	18790	0700000191	2215	Between Route 10 in Alhambra and Route 210	Construct six-lane freeway and two HOV lanes				$59,000
TOTAL							**Los Angeles County Total**	**$139,975**	**$259,152**	**$283,831**	**$59,000**

PROJECTS FINANCED BY OTHER AGENCIES ON THE STATE TRANSPORTATION SYSTEM WITH A LOCAL CONTRIBUTION IN EXCESS OF $20 MILLION

MEASURE PROJECTS
(x1000)

DIST	County Route	Post Mile	EA	E-FIS PROJ-ID	Plan Prog NO.	Location	Description	LOCAL AGENCY DOLLARS (x1000) BY FISCAL YEAR ADVERTISED 2010-11	2011-12	2012-13	After 2012-13
Madera County											
06	MAD-41	R1.9/4.4	34090		5210	ON ROUTE 41 AND AVE 12 INTERCHANGE	CONSTRUCT NEW INTERCHANGE AND WIDEN FREEWAY				$44,906
TOTAL							**Madera County Total**	**$0**	**$0**	**$0**	**$44,906**
Marin County											
4	MRN-101	7.1-9	1A660K	0400000715	0339G	IN MARIN COUNTY ON ROUTE 101 FROM POSTMILE 7.10	IMPROVE 101/SIR FRANCIS DRAKE BLVD				$38,655
TOTAL							**Marin County Total**	**$0**	**$0**	**$0**	**$38,655**
Orange County											
12	ORA - 405	6.8 - 7.6	00542	1200020158	4999A	AT VON KARMAN AVE OC	CONST HOV DROP RAMPS 00540K SPL:005410/20/30				$46,000
12	ORA - 405	9.6 - 10.3	00543	1200000002	4999B	AT BEAR STREET OC BR #55-0433	CONST HOV DROP RAMP 00540K SPL: 005410/20/30				$46,000
12	ORA - 005	18.1 - 18.7	09800		2712	IN LAGUNA HILLS SB ON & OFF RAMPS @ EL TORO RD PM 18.7 AVENIDA DE CARLOTA RAMP RELOCATION	RELOCATE SB I-5 ON & OFF RAMPS REALIGN FRONTAGE RD INSTALL SIGNALS DRAINAGE LANDSCAPE & R/W				$60,000
12	ORA - 005	16.5 - 16.7	0A070		2683	IN LAGUNA HILLS AND MISSION VIEJO ON I-5 AT LA PAZ RD	RECONSTRUCT UNDERCROSSING AT LA PAZ RD AND WIDEN SB OFF RAMP				$50,000
12	ORA - 057	21.2 - 22.6	0C120		3847A	IN BREA FROM LAMBERT ROAD TO ORANGE CO/LOS ANGELES CO LINE	RECONSTRUCT CLIMBING AUXILIARY LN & REALIGN NB OFF-RAMP @ TONNER CANYON RD & NB ON-RAMP AT LAMBERT RD				$119,046
12	ORA - 091	007.9 - 009.5	0C560	1200000078	4587A	IN ANAHEIM FROM 0.2 KM W OF N OLIVE UP TO 0.2 KM OF TUSTIN AVENUE OC	PROVIDE AN AUXILIARY LANE FROM NB SR-55 TO TUSTIN AVE OFF-RAMP				$28,000
12	ORA - 005	30.3 - 34	0C890		2833A	IN THE CITY OF TUSTIN AND SANTA ANA	PROVIDE A SECOND HOV LANE IN BOTH DIRECTIONS				$42,000
12	ORA - 005	3 - 3.7	0F96A		2531D	OC. I-5 FROM SOUTH OF AVENIDA PICO TO SOUTH OF AVENIDA VISTA HERMOSA	ADD ONE HOV LANE				$71,016
12	ORA - 005	3.7 - 6.2	0F96C		2531E	OC. I-5 FROM SOUTH OF AVENIDA VISTA HERMOSA TO S OF PACIFIC COAST HWY.	ADD ONE HOV LANE				$55,738
12	ORA - 005	6.2 - 8.7	0F96E		2531F	OC. I-5 FROM S OF PACIFIC COAST HWY TO SAN JUAN CREEK ROAD.	ADD ONE HOV LANE				$55,738
12	ORA - 405	10.3 - 24.1	0H100	1200000180	5028A	FR SR-73/I-405 INTERCHANGE TO I-605 I-405 INTERCHANGE	ONE-LANE WIDENING IN EACH DIRECTION & ADDING AUXILIARY LANES AT VARIOUS LOCATIONS				$2,172,000
12	ORA - 055	6.2 - 10.3	0J340		3470	IN ORANGE COUNTY. CITY OF SANTA ANA & TUSTIN. FROM MACARTHUR TO I-5	WIDEN TO INCLUDE ONE NEW GENERAL PURPOSE LANE AND ONE NEW AUXILLIARY LANE (1 GP + 1 AUX)				$209,507
12	ORA - 022	9.7 - 10.5	0J870			EB SR-22 & COLLETOR DISTRIBUTO ROAD, FR THE CITY DRIVE TO SR-22/I- 57 INTERCHANGE	REDIRECT NB I-5 TRAFFIC FROM CDR TO SR-22 MAINLINE, RESTRICT SR-22 MAIN LINE ACCESS & SB I-5 CONNECTOR				$61,000
12	ORA - 005	10.9 - 19	0K020		2640B	ON I-5 FROM THE EL TORO INTERCHANGE IN LAKE FOREST TO SR 73 IN SAN JUAN CAPISTRANO	OPERATIONAL IMPROVEMENT THAT INCLUDE MAINLINE LN ADD, HOV, AUX LN, & INTERCHANGE RECONFIGURATION				$440,000

PROJECTS FINANCED BY OTHER AGENCIES ON THE STATE TRANSPORTATION SYSTEM WITH A LOCAL CONTRIBUTION IN EXCESS OF $20 MILLION

MEASURE PROJECTS
(x1000)

DIST	County Route	Post Mile	EA	E-FIS PROJ-ID	Plan Prog NO.	Location	Description	LOCAL AGENCY DOLLARS (x1000) BY FISCAL YEAR ADVERTISED 2010-11	2011-12	2012-13	After 2012-13
12	ORA - 005	21.2 - 31.1	0K670		2743	IN OC. ON I-5 FROM SR-55 TO EL TORO INTERCHANGE.	PROVIDE NEW LANES ON BOTH DIRECTION AND IMPROVE THE INTERCHANGE AT THE Y (EL TORO)				$215,000
12	ORA - 405	0 - 9.1	0K710		4927A	ORANGE COUNTY. RTE 405 FROM SANTA ANA FREEWAY I-5 TO SR-55__	ADD ONE LN ON BOTH N/B & S/B I-405 IMPROVE CHOKEPOINTS AT INTERCHANGES AND ADD MERGING LNS ON & OFF RAMPS				$229,465
12	ORA - 055	10.2 - 17.8	0K720		3505	ON SR-55 FROM I-5 TO SR-91	ADD NEW GP LANES & AUXILIARY LANES				$95,000
12	ORA - 091	6 - 9.3	0K980			ON SR-91 FROM SR-55 INTERCHANGE TO SR-57 INTERCHANGE	IMPROVE COMPLEX INTERCHANGES, INCLUDING NEARBY LOCAL INTERCHANGES				$261,000
12	ORA - 005	0 - 0	0L320	1200020051	2530D	IN OC ON VARIOUS ROUTES	M2 FREEWAY MITIGATION PROGRAM				$243,000
12	ORA - 055	0 - 2.4	0L520			ON SR-55 FROM 19TH STREET TO INDUSTRIAL WAY	INCREASE CAPACITY AND IMPROVE ACCESS TO SR-55				$180,000
12	ORA - 091	1.2 - 5.2	0C570	1200000079	4516A	IN FULLERTON AND ANAHEIM WB DIRECTION FROM SR-57 TO I-5 PM 1.252/5.258	CONVERT WB AUXILIARY LANES AT VARIOUS LOCATIONS INTO A THROUGH LANES AND MODIFY RAMPS			$39,302	
12	ORA - 091	15 - 0	0K970			ON SR-91 FROM SR-241 TI RIVERSIDE COUNTY LINE	PROVIDE DIRECT CONNECTOR BETWEEN SR-241 & SR-91				$120,000
TOTAL							**Orange County Total**	**$0**	**$0**	**$39,302**	**$4,799,510**
Riverside County											
08	Riv-015	5.5/9.6	43272	0800020178	0021K	IN TEMECULA, FROM WINCHESTER ROAD (SR 79) OC	FRENCH VALLEY PKWY IC/ARTERIAL				$21,144
08	RIV-091	0.6/2.6	0F541	0800000137	0077G	ALSO RIV-71-1.6/3.0; IN CITY OF CORONA AT THE SR	CONSTRUCT EB 91 TO NB 71 LOOP				$102,940
08	Riv-215	14.2/28.5	0F162	0800000116	9991G	IN RIV ON 215 FROM SCOTT RD INTERCHANGE TO	ADD ONE MIXED FLOW LANE IN EACH	$1,355		$67,807	
TOTAL							**Riverside County Total**	**$1,355**	**$0**	**$67,807**	**$124,084**
San Bernardino County											
08	SBd-015	14/R16.4	0K710	0800000366	0170M	ALSO SBD-215-16.0/17.8;ON RTE 15 FR 2.3 MI SOUTH	REALIGN I-15 AND RECONFIGURE	$5,000	$310,596		
08	SBd-215	0.58/1.95	0J070	0800000282	0243K	IN GRAND TERRACE AT BARTON ROAD	RECONSTRUCT INTERCHANGE			$86,000	
08	SBd-215	0.0/5.1	0M940	0800000506	0041G	ALSO RIV-215-43.2/45.3 & RIV-91-21.5/21.7: IN RIV FR I-	HOV LANE IN EACH DIRECTION	$5,447	$28,054		
TOTAL							**San Bernardino County Total**	**$10,447**	**$338,650**	**$86,000**	**$0**

PROJECTS FINANCED BY OTHER AGENCIES ON THE STATE TRANSPORTATION SYSTEM WITH A LOCAL CONTRIBUTION IN EXCESS OF $20 MILLION

MEASURE PROJECTS
(x1000)

DIST	County Route	Post Mile	EA	E-FIS PROJ-ID	Plan Prog NO.	Location	Description	LOCAL AGENCY DOLLARS (x1000) BY FISCAL YEAR ADVERTISED 2010-11	2011-12	2012-13	After 2012-13
San Diego County											
11	SD-805	4.4/15.8	081610	1100000060		IN SAN DIEGO COUNTY FROM PALOMAR ST OC TO LANDIS ST OC	CONST HOV/MANAGED LANES - SOUTH	$25,253	$17,362	$284	$67,369
11	SD-15	M15.0 / M1	2T095x	1100000454	0661E	IN SAN DIEGO COUNTY IN SAN DIEGO FROM CARROLL CANYON ROAD OVERCROSSING TO 0.5	CONST MANAGED LNS. (SO. SGMNT)		$21,900		
11	SD		VARIOUS EA'S			SAN DIEGO HIGHWAY ENVIRONMENTAL MITIGATION PROJECTS	MITIGATION SITE PRESERVATION	$5,000	$14,700	$20,000	$67,000
11	I-5		2T172x	1100020362		SAN ELIJO		$0	$750	$750	$140,500
11	I-5		2T170x	1100000757		SOUNDWALLS		$500	$2,000	$2,000	$30,500
11	I-5		2T171x	1100000758		HOV		$100	$200	$100	$201,000
TOTAL							**San Diego County Total**	**$30,853**	**$56,912**	**$23,134**	**$506,369**
San Francisco County											
4	SF-101	0-0	1G110K	0400020141		IN SAN FRANCISCO, SAN MATEO AND SANTA CLARA CO	HIGH SPEED RAIL FROM SAN FRANCISCO				$50,000
TOTAL							**San Francisco County Total**	**$0**	**$0**	**$0**	**$50,000**
San Joaquin County											
10	SJ-5	22.0/23.6	0E490	1000000024	7239	ON INTERSTATE 5, IN STOCKTON, IN SJ COUNTY FROM 0.6 KM SOUTH OF FRENCH CAMP RD INTERCHANGE TO 3.1KM NORTH OF FRENCH CAMP	MODIFY/RECONSTRUCT	$23,729			
10	SJ-99	6.9/15.0	0E613	1000020442	7634C	IN MANTECA, ON ROUTE 99 FROM 0.6 MILE SOUTH OF COTTAGE AVENUE TO 0.4 MILE NORTH OF ARCH ROAD	LATHROP INTERCHANGE (PHASE 3)	$7,910		$65,332	
10	SJ-5	28.5/35.6	0G470	1000000046	7268	IN SAN JOAQUIN COUNTY IN STOCKTON FROM 0.4 MILE NORTH OF 8TH STREET UNDERCROSSING TO HAMMER LANE UNDERCROSING	WIDEN BRIDGES AND FREEWAY LANES	$30,230			
10	SJ 4	14.4 / 14.8, T14.6 / R15.7	0S110	1000000229	0284	ON STATE ROUTE 4 IN SAN JOAQUIN COUNTY FROM WEST END OF STATE ROUT 4 (CROSS-TOWN FREEWAY) TO PORT OF STOCKTON EXPRESSWAY (DAGGETT ROAD) ***OVERSIGHT ONLY***	EXTEND FREEWAY	$55,100			$34,720
10	SJ-99	15.0 - 18.6	3A100	1000000409	7668	ON ROUTE 99, IN SAN JOAQUIN COUNTY, IN STOCKTON, FROM 0.4 MILES NORTH OF ARCH ROAD TO 0.1 MILES SOUTH OF ROUTE 4 WEST.	WIDEN FROM 4 TO 6 LANES		$47,900		
TOTAL							**San Joaquin County Total**	**$116,969**	**$47,900**	**$65,332**	**$34,720**

PROJECTS FINANCED BY OTHER AGENCIES ON THE STATE TRANSPORTATION SYSTEM WITH A LOCAL CONTRIBUTION IN EXCESS OF $20 MILLION

MEASURE PROJECTS
(x1000)

DIST	County Route	Post Mile	EA	E-FIS PROJ-ID	Plan Prog NO.	Location	Description	LOCAL AGENCY DOLLARS (x1000) BY FISCAL YEAR ADVERTISED 2010-11	2011-12	2012-13	After 2012-13
San Mateo County											
4	SM-101	5.1-6	235360			IN SAN MATEO COUNTY IN REDWOOD CITY AT THE ROU	RECONSTRUCTION OF THE 101/84		$34,800		
4	SM-101	1.7-2.1	235650	0400000680	0690A	ON RTE 101, IN SAN MATEO CTY, IN THE CITY OF MENLO	RECONSTRUCT INTERCHANGE				$21,142
TOTAL							**San Mateo County Total**	**$0**	**$34,800**	**$0**	**$21,142**
Santa Barbara County											
5	SB246	11.8/20.9	0C640	0500000021	6400	ON ROUTE 246 IN SANTA BARBARA COUNTY NEAR LOMPOC AND BUELLTON FROM 0.3 MILE WEST OF PURISIMA ROAD TO 0.2 MILE EAST OF DOMINGOS ROAD	Highway 246 Passing Lanes				$20,000
TOTAL							**Santa Barbara County Total**	**$0**	**$0**	**$0**	**$20,000**
Santa Clara County											
4	SCL-101	0-0	1G120K	0400020124		IN SANTA CLARA, SAN BENITO AND MERCED COUNTIES	HIGH SPEED RAIL FRON SAN JOSE TO			$150,000	
TOTAL							**Santa Clara County Total**	**$0**	**$0**	**$150,000**	**$0**
Sonoma County											
4	SON-101	7.1-8.9	0A1841	0400020004	0775A	IN SONOMA COUNTY IN AND NEAR PETALUMA FROM 0.5	WIDEN ROADWAY AND BRIDGE	$21,886			
4	SON-101	2.9-3.4	2640C1	0400000736		IN SONOMA COUNTY, RECONSTRUCT __ PETALUMA	RECONSTRUCT PETALUMA RIVER BRIDGE		$77,272		
4	SON-101	25-29.3	3A23U1	0400020945	0749D	ON ROUTE 101, BETWEEN AIRPORT BLVD	RECONSTRUCT THE EXISTING AIRPORT		$30,000		
TOTAL							**Sonoma County Total**	**$21,886**	**$107,272**	**$0**	**$0**

PROJECTS FINANCED BY OTHER AGENCIES ON THE STATE TRANSPORTATION SYSTEM WITH A LOCAL CONTRIBUTION IN EXCESS OF $20 MILLION

MEASURE PROJECTS
(x1000)

DIST	County Route	Post Mile	EA	E-FIS PROJ-ID	Plan Prog NO.	Location	Description	LOCAL AGENCY DOLLARS (x1000) BY FISCAL YEAR ADVERTISED 2010-11	2011-12	2012-13	After 2012-13
Tulare County											
06	TUL-99	31.3/32.6	33220	0600000368	6410	0.7 MI N OF CARTMILL	MODIFY INTERCHANGE			$25,000	
TOTAL							**Tulare County Total**	**$0**	**$0**	**$25,000**	**$0**
	GRAND TOTAL							**$321,485**	**$907,433**	**$787,072**	**$5,988,794**

PROJECTS FINANCED BY OTHER AGENCIES ON THE STATE TRANSPORTATION SYSTEM WITH A LOCAL CONTRIBUTION IN EXCESS OF $20 MILLION

OTHER AGENCY FUNDS (x1000)

DIST	County Route	Post Mile	EA	E-FIS PROJ-ID	Plan Prog NO.	Location	Description	LOCAL AGENCY DOLLARS (x1000) BY FISCAL YEAR ADVERTISED 2010-11	2011-12	2012-13	After 2012-13
Alameda County											
4	ALA-84	22.9-25.7	297621	0400020581		IN ALAMEDA COUNTY IN AND NEAR LIVER MORE AND F	EXPRESSWAY WIDENING - SEGMENT 2 SC				$39,153
4	ALA-84	25.5-27.1	297611	0400020644		IN ALAMEDA COUNTY IN AND NEAR LIVER MORE FROM	XPWAY WIDENING SEG1 (N) FROM 2-4 LN				$28,208
TOTAL							**Alameda County Total**	**$0**	**$0**	**$0**	**$67,361**
Butte County											
03	BUT-99	R32.4/R	3A042	0300000443		IN CHICO FROM RTE 32/99 SEP TO EAST FIRST AVE	CONST AUX LANES, WIDEN STRUCTURE,	$0	$6,800	$10,000	$10,000
TOTAL							**Butte County Total**	**$0**	**$6,800**	**$10,000**	**$10,000**
Contra Costa County											
4	CC-680	20.2-22.2	229100		0298E	IN CONTRA COSTA COUNTY AT THE ROUTE 4/680 INTEI	MODIFY INTERCHANGE				$224,000
4	CC-4	25.6-26.6	2285C1	0400020038	0192F	IN CONTRA COSTA COUNTY IN ANTIOCH AND PITTSBUI	HIGHWAY WIDENING AND RECONSTRUCT	$46,700			
4	CC-4	27.5-29	1G9401	0400021080	0192I	IN CONTRA COSTA COUNTY FROM LONE TREE WAY TC	WIDEN ROADWAY AND RECONSTRUCT		$60,000		
4	CC-4	28.6-30.5	1G9411	0400021104		IN CONTRA COSTA COUNTY FROM HILLCREST AVE TO	WIDEN ROADWAY AND RECONSTRUCT		$57,549		
TOTAL							**Contra Costa County Total**	**$46,700**	**$117,549**	**$0**	**$224,000**
El Dorado County											
03	ED 50	R15.4/R1	37280	0300000428		PLACERVILLE	WESTERN PLACERVILLE INTERCHANGES	$1,500	$5,000	$0	$34,800
03	ED 50	14.5/15.8	4E280	0300001129		PLACERVILLE - RTE 50 - WEBER CREEK BRIDGES	RETROFIT AND REHAB WEBER CREEK	$18,000	$18,000	$5,000	
03	ED 50	1.3	1E290	0300000258		RT. 50 @ SILVA VALLEY PARKWAY	CONSTRUCT NEW INTERCHANGE	$2,000	$17,500	$17,500	
03	ED 50	2.2	1E300	UNKNOWN		RT. 50 @ BASS LAKE ROAD	CONSTRUCT NEW INTERCHANGE				$21,389
03	ED 50	0.7/2.2	2E510	UNKNOWN		RTE 50 @ ED HILLS BLVD I/C	RECONSTRUCT RAMPS		$25,700		
03	ED 50	8.1/8.8	2E550	0300000352		RTE 50 @ PONDEROSA RD I/C	MODIFY AND UPGRADE I/C	$1,570	$2,655	$21,200	
03	ED 50	6.3/7.3	2E560	0300000353		RTE 50 @ CAMERON PARK DR I/C	MODIFY AND UPGRADE I/C		$290	$285	$57,205
03	ED-50	79/80.4	1E330	0300000259		IN SOUTH LAKE TAHOE FROM MIDWAY ROAD TO STATELINE AVENUE	DEVELOP PSR FOR MULTI-MODAL TRANSP & COMMUNITY ENHANCEMENTS				$32,000
TOTAL							**El Dorado County Total**	**$23,070**	**$69,145**	**$43,985**	**$145,394**

PROJECTS FINANCED BY OTHER AGENCIES ON THE STATE TRANSPORTATION SYSTEM WITH A LOCAL CONTRIBUTION IN EXCESS OF $20 MILLION

OTHER AGENCY FUNDS (x1000)

DIST	County Route	Post Mile	EA	E-FIS PROJ-ID	Plan Prog NO.	Location	Description	LOCAL AGENCY DOLLARS (x1000) BY FISCAL YEAR ADVERTISED 2010-11	2011-12	2012-13	After 2012-13
Kern County											
06	KER 99	18.0/19.2	0C930	0600000040	6273	IN BAKERSFIELD ON SR 99 AT HOSKING RD	CONSTRUCT NEW INTERCHANGE AT HOSKING RD			$28,000	
06	KER 58	39.9/51.6	0F3600	0600000076	6393	IN BAKERSFIELD BETWEEN SR 43 TO SR 99	WIDEN FROM 4 TO 6 LANES		$3,250	$4,700	$33,000
06	KER-204	27.3	48450	0600000483	3525	AT INTERCHANGE OF 204/99	CONNECT 204 OVER 99 TO HAGEMAN ROAD	$834	$2,600	$13,000	$47,500
TOTAL							**Kern County Total**	**$834**	**$5,850**	**$45,700**	**$80,500**
Los Angeles County											
7	10	9.06/20.7	27440	0700000514	4135	Rte 10 from Union Station to Rte 605 and on Rte 110 from	Construct HOT (High Occupancy Toll) Lanes.	$34,704			
7	5	31.6/36.4	12181	0700000114	0142F	From Buena Vista Street to Route 170	Construct one HOV lane in each direction	$36,400			
7	5	46.3/50	2332A	0700000390	3189	From Route 14 to Pico Canyon/Lyons Avenue in the	Const truck climbing lanes	$55,000			
7	5	0/1.5	21592	0700001832	2808	From Artesia Boulevard to Coyote Creek Overcrossing	Add HOV and mixed flow lane			$66,039	
7	5	1.8/3	2159C	0700000339	2808A	From Alondra Boulevard overcrossing to Shoemaker	Carmenita interchange improvement	$99,930			
7	10	33.4/37.5	1170U	0700000085	0309N	From Puente Avenue to Citrus Street in West Covina	Construct one HOV lane in each direction		$139,000		
7	10	37.5/42.4	11934	0700000097	0310B	From Citrus Street in West Covina to Route 57	Construct one HOV lane in each direction			$141,900	
7	47	2.7/5.8	23850	0700000405	3273	Schuyler Heim Bridge	Bridge replacement to Include 2 Thru Lanes		$0	$205,066	$9,184
7	101	65	24230	0700000419	3359	At Lost Hills Road/Us 101 Interchange	Replace Existing 2 Lane Bridge With 4 Lane	$9,080	$7,000	$11,580	$0
7	710	0	28860	0700021080	4425	Gerald Desmond Bridge	Replace Existing 5 Lane Bridge With New 6	$281,359	$0	$17,306	$168,658
TOTAL							**Los Angeles County Total**	**$516,473**	**$146,000**	**$441,891**	**$177,842**
Monterey County											
5	MON-101	62.7	0Q070	0500000282	7070	IN SOLEDAD AT N SOLEDAD IC (FRONT	INTERCHANGE MODIFICATION,			$30,000	
TOTAL							**Monterey County Total**	**$0**	**$0**	**$30,000**	**$0**
Napa County											

PROJECTS FINANCED BY OTHER AGENCIES ON THE STATE TRANSPORTATION SYSTEM WITH A LOCAL CONTRIBUTION IN EXCESS OF $20 MILLION

OTHER AGENCY FUNDS (x1000)

DIST	County Route	Post Mile	EA	E-FIS PROJ-ID	Plan Prog NO.	Location	Description	LOCAL AGENCY DOLLARS (x1000) BY FISCAL YEAR ADVERTISED 2010-11	2011-12	2012-13	After 2012-13
Orange County											
12	ORA - 055	7.5 - 7.6	00550	1200000003	3301	IN SANTA ANA AT ALTON AVE	CONST OC & HOV ACCESS RAMPS				$29,992
12	ORA - 074	001.0 - 002.9	08692	1200000051	4110	IN THE CITY OF SAN JUAN CAPISTRANO FROM CALLE ENTRADERO TO THE CITY LIMITS/COUNTY LINE	WIDEN FROM 2 LANES TO 4 LANES				$31,972
12	ORA - 057	19.9 - 21.5	0C110	1200000633	3835	IN BREA 0.5 MILE NORTH OF IMPERIAL HWY TO 0.5 N OF LAMBERT	RECONFIGURE RAMP AT SR-57 & LAMBERT				$42,400
12	ORA - 241	31 - 33.5	0C820	1200000082	5477	IN ORANGE @ SR 241/261 AND SANTIAGO CYN ROAD	E ORANGE IC IMPROVEMENTS NEW SR-241 SB ON-RAMP, WIDENING & GRADING CHAPMAN AVE.			$44,359	
12	ORA - 74	000.0 - 001.6	0E310		4102	IN SAN JUAN CAPISTRANO FROM I-5 /EAST CITY LIMIT	RECONSTRUCT IC AT SR-74			$20,000	
12	ORA - 133	10 - 11	0G009		4861	IN IRVINE AND IN ORANGE COUNTY	TRABUCO ROAD INTERCHANGE ADD NEW IC ON EASTERN TRANS. COORD EAST LEG				$70,000
12	ORA - 241	18.5 - 22.5	0G012	1200000130	5493	IN MISSION VIEJO, LAKE FOREST AND RANCHO SANTA MARGARITA	FTC SB WIDENING. ADD ONE LN SB FR S OF SANTA MARGARITA PKWY TO N OF BAKE PKWY & REESTABLISH NB AUX LN			$53,000	
12	ORA - 005	12.8 - 13.1	0G200		2659	IN MISSION VIEJO AT I-5 AND AVERY PARKWAY INTERCHANGE	RECONSTRUCT I-5/AVERY PARKWAY INTER CHANGE				$50,000
12	ORA - 091	009.2 - 015.9	0G330	1200000140	4598A	IN ORANGE COUNTY IN ANAHEIM AND YORBA LINDA FROM ROUTE 55/91 SEPARATION TO ROUTE 91/241 SEPARATION	WIDEN FREEWAY AND BRIDGES	$47,800			
12	ORA - 241	27.6 - 33.6	0J680	1200000288	5502A	IN ORANGE COUNTY ON SR-241 BETWEEN SR-133 CONFLUENCE AND 0.6 MILE NORTH OF SR-261 CONFLUENCE.	CONSTRUCT THREE GENERAL PURPOSE LANES ON SB SR-241			$33,924	
12	ORA - 005	22.1 - 22.3	0K470		2753C	ON I-5 AT ALTON PARKWAY IN THE CITY OF IRVINE	WIDENING OF ALTON PARKWAY OVERCROSSING AT I-5			$25,000	
12	ORA - 605	0 - 1.6	0K870			IN THE CITIES OF ALAMITOS & CYPRESS ON I-605	IMPROVE FREEWAY ACCESS & ARTERIAL CONNECTION TO I-605.				$20,000
12	ORA - 057	12 - 12.4	0L390	1200020043		OVERSIGHT COORDINATION HIGH SPEED_ RAIL	COORDINATION HIGH SPEED RAIL				$50,000
TOTAL							**Orange County Total**	**$47,800**	**$0**	**$176,283**	**$294,364**
Placer County											
03	PLA_89	7.5/09.4	3A760	0300000452	5280	IN TAHOE CITY ON SR 89 AND SR 20	OPERATIONAL IMPROVEMENTS				$25,000
03	PLA 28	9.2/10.3	0C930	0300000020		IN KINGS BEACH FROM SR 267 TO CHIPMUNK ST	INSTALL CURBS, GUTTERS, SIDEWALKS, SIGNAL & DRAINAGE		$30,000		
TOTAL							**Placer County Total**	**$0**	**$30,000**	**$0**	**$25,000**

PROJECTS FINANCED BY OTHER AGENCIES ON THE STATE TRANSPORTATION SYSTEM WITH A LOCAL CONTRIBUTION IN EXCESS OF $20 MILLION

OTHER AGENCY FUNDS (x1000)

DIST	County Route	Post Mile	EA	E-FIS PROJ-ID	Plan Prog NO.	Location	Description	LOCAL AGENCY DOLLARS (x1000) BY FISCAL YEAR ADVERTISED 2010-11	2011-12	2012-13	After 2012-13
Riverside County											
08	RIV-010	44.8/46.6	0F120	0800000112	0015J	FR 0.24 M E/O MONTEREY AV I/C TO 0.44 M W/O	CONSTRUCT NEW I/C AT PORTOLA	$12,099		$57,059	
08	RIV-010	R51.8/R5	47520	0800000755	0053A	IN INDIO FR 0.6 MI W/O TO 0.75 MI E/O JEFFERSON	RECONSTRUCT/ REALIGN EXISTING			$3,100	$68,757
08	RIV-010	R53.9/R5	0K730	0800000368		AT MONROE ST IC IN INDIO	WIDEN EXISTING BRIDGES, LOCAL				$42,000
08	RIV-010	56.2/57.8	0K720	0800000367		AT GOLF CENTER PARKWAY IC IN INDIO	IMPROVE INTERCHANGE				$22,000
08	RIV-015	3.00/4.00	43230	0800000668	0018C	IN TEMECULA BETWEEN SANTIAGO RD OC (BR NO 56-	INTERCHANGE IMPROVEMENTS	$25,181			
08	RIV-015	5.5/9.6	43272	0800020178	0021K	N TEMECULA, FROM WINCHESTER ROAD (SR 79) OC	FRENCH VALLEY PKWY IC/ARTERIAL				$81,737
08	RIV-015	8.6/52.3	0J080	0800000283	0019H	ON I-15 BETWEEN I-15/I-215 SEPARATION AND	ADD 2 TEL (TOLL EXPRESS) LANES & 1		$51,190		$1,484,522
08	RIV-015	13/14.3	0F580	0800000140		IN WILDOMAR FR 0.5 MI S/O CLINTON KEITH I/C TO	WIDEN AND EXPAND OVERCROSSING	$21,220			
08	RIV-015	18.3/21	0A440	0800000016		IN LAKE ELSINORE FR 0.81 MI N/O OLIVE ST. UC. TO	RECONSTRUCT IC, AUX LANES, WIDEN	$238	$6,000		$64,000
08	RIV-015	36.1/37.6	0J610	0800000308		IN CORONA FR 0.7 MI S/O CAJALCO ROAD TO 0.8 MI	RECONSTRUCT EXISTING INTERCHANGE,		$53,999		
08	RIV-015	47.75/49.	0E150	0800020201		NR NORCO FROM 0.5 MI S/O TO 0.8 MI N/O LIMONITE	IMPROVE IC AT LIMONITE AVE	$725	$475	$25,000	
08	RIV-060	18.9/19.8	32303			IN MORENO VALLEY AT MORENO BEACH DR	INTERCHANGE MODIFICATIONS PHASE 2			$26,900	
08	RIV-060	28.03/30.	34140	0800000612	46B	AT POTRERO BLVD, BETWEEN I-10 AND JACKRABBIT	CONSTRUCT NEW IC	$6,800	$58,600		
08	RIV-079	R8.4/R15	46460	0800000742	66D	ON STATE ROUTE 79 FROM THOMPSON RD TO	WIDEN TO 4-LANE HIGHWAY	$33,007			
08	RIV-091	R0.0/R13	0F540	0800000136	0077J	ALSO ORA-91-R14.43/R18.91 & RIV-15-35.64/45.14; ON	CONSTRUCT 1 MF LANE & 2 TEL(TOLL		$1,168,465		
08	RIV-091	15.6/21.6	44840	0800000712	92A	IN RIVERSIDE FROM ADAMS ST TO RTE 60/91/215	CONSTRUCT 2 HOV LANES & MODIFY IC'S	$34,546			
08	RIV-215	R14.8/R1	0A020	0800000011		NEAR MURRIETA AT SCOTT RD IC	RECONSTRUCT INTERCHANGE	$57,100			
08	RIV-215	R15.5/28.	0F162	0800000116	9991G	IN RIV ON 215 FROM SCOTT RD INTERCHANGE TO	ADD ONE MIXED FLOW LANE IN EACH			$84,650	
08	RIV-215	17.4/19.3	0J440	0800000301		IN MENIFEE AT I-215/NEWPORT ROAD INTERCHANGE	WIDEN NEWPORT RD OC., RE-		$44,100		
08	RIV-215	R32.32/R	0E520	0800000088	0041C	NEAR RIVERSIDE FR 3.0 KM S/O VAN BUREN BL I/C	RECONSTRUCT IC	$7,000	$52,696		
TOTAL							**Riverside County Total**	**$197,916**	**$1,435,525**	**$196,709**	**$1,763,016**
Sacramento County											
03	SAC-50	R5.34	37120	0300000425	0127A	NEAR SACRAMENTO AT WATT AVE OC	EXPAND OC TO 6-LANES & MODIFY			$27,000	
03	SAC-50	12.5/15.7	1E270	0300000257	6212	NEAR SACRAMENTO BETWEEN SUNRISE BLVD AND HAZEL/NIMBUS	CONSTRUCT NEW INTERCHANGE				$25,000
03	SAC-50	15.6/16.0	3E380	0300020439	6222	NEAR SACRAMENTO AT HAZEL/NIMBUS OC	MODIFY OVERCROSSING AND EXTEND HAZEL AVENUE SOUTH OF FOLSOM				$25,000
03	SAC-5	24	1C210	0300000237		SACRAMENTO FROM NB P ST ON RAMP TO SB I ST	OVERCROSSING				$36,818
03	SAC-5	14.3/15.	1C520	0300000240		SOUTH SACRAMENTO - COSUMNES RIVER BL.	CONSTRUCT NEW INTERCHANGE				$69,693
03	SAC-99	0.80	3C630	0300000459		IN GALT AT C ST OC	RECONSTRUCT INTERCHANGE	$34,930			
TOTAL							**Sacramento County Total**	**$34,930**	**$0**	**$27,000**	**$156,511**
San Bernardino County											
08	SBd-010	16.9/17.9	34090	0800001038	143C	AT ALDER AVENUE, IN FONTANA	CONSTRUCT NEW INTERCHANGE				$24,335
08	SBd-010	12.3/14.1	46800	0800000744	0137T	IN FONTANA AT CHERRY AVE IC. FR 0.8 MI WEST TO	RECONSTRUCT IC & WIDEN CHERRY AVE	$30,772			
08	SBd-010	14.8/15.5	46810	0800000745	0138G	IN FONTANA FR CHERRY AVE TO SIERRA AVE AT	RECONSTRUCT INTERCHANGE & WIDEN	$47,200			
08	SBd-010	R21.8/23.	47700	0800020222	150D	IN COLTON FROM 0.2 MI (0.3 KM) W/O RANCHO AVE	CONSTRUCT RR TO RR GRADE SEP				$95,400
08	SBd-010	25.3/27.3	44810	0800000710	0154D	IN THE CITIES OF LOMA LINDA AND SAN	RECONSTRUCT IC AND ADD AUX LANES	$5,369	$41,633		
08	SBd-015	3.5/5.8	1A450	0800000570		IN RANCHO CUCAMONGA BETWEEN FOURTH ST AND	CONSTRUCT NEW INTERCHANGE	$4,800			$59,040

PROJECTS FINANCED BY OTHER AGENCIES ON THE STATE TRANSPORTATION SYSTEM WITH A LOCAL CONTRIBUTION IN EXCESS OF $20 MILLION

OTHER AGENCY FUNDS (x1000)

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08	SBd-015	R29.5/30.	34160	0800000613	0172I	IN HESPERIA FR 0.80 MI S/O RANCHERO RD TO 0.43	CONSTRUCT NEW IC	$44,423			
08	SBd-015	32/33.8	0K340	0800000343		IN THE CITY OF HESPERIA FR 1.02 MI S/O MUSCATEL	CONSTRUCT NEW INTERCHANGE TYPE L-			$200	$15,800
08	SBd-015	38.2/39.4	0A450	0800000017	0172T	ON I-15 BETWEEN BEAR VALLEY RD & PALMDALE RD	CONSTRUCT NEW IC	$24,920			
08	SBd-215	0.0/5.1	0M940	0800000506	0041G	ALSO RIV-215-43.2/45.3 & RIV-91-21.5/21.7; IN RIV FR I-	HOV LANE IN EACH DIRECTION	$3,565	$34,850		
TOTAL							**San Bernardino County Total**	**$161,049**	**$76,483**	**$200**	**$194,575**
San Diego County											
11	SR-76		25711x	1100000189		EAST			$113,086		
TOTAL							**San Diego County Total**	**$0**	**$113,086**	**$0**	**$0**
San Francisco County											
4	SF-80	7.6-8.1	3A6400	0400020507		IN COUNTY AND CITY OF SAN FRANCISCO ON I-80/YERI	MODIFY EXISTING INTERCHANGE EXIT		$57,670		
4	SF-1	0.9-1.7	0G0900	0400000309			SAN FRANCISCO PUBLIC UTILITIES		$39,661		
TOTAL							**San Francisco County Total**	**$0**	**$97,331**	**$0**	**$0**
San Joaquin County											
10	SJ-205	2.6/R5.1	0H910	1000000067	7873	IN SAN JOAQUIN COUNTY ON INTERSTATE 205	NEW INTERCHANGE CONST		$27,610	$7,592	$75,940
10	SJ-120	4.1	0P200	1000000182		IN SAN JOAQUIN COUNTY ON SR 120	INTERCHANGE UPGRADE			$32,700	
TOTAL							**San Joaquin County Total**	**$0**	**$27,610**	**$40,292**	**$75,940**
Santa Clara County											
4	SCL-101	4.9-7.5	3A1600	0400000931			WIDENING OF SR 101				$85,423
4	SCL-237	9.6-10.6	4A280K	0400001124	0490K	IN SANTA CLARA COUNTY IN MILPITAS ON ROUTE 237/(	CALAVERAS BOULEVARD IMPORVEMENTS		$40,000		
TOTAL							**Santa Clara County Total**	**$0**	**$40,000**	**$0**	**$85,423**

PROJECTS FINANCED BY OTHER AGENCIES ON THE STATE TRANSPORTATION SYSTEM WITH A LOCAL CONTRIBUTION IN EXCESS OF $20 MILLION

OTHER AGENCY FUNDS (x1000)

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Solano County											
4	SOL-80	4.3-5.6	4A4410	0400020584		ON RTE 80 B/W REDWOOD PARKWAY AND RTE 37 AND	IMPROVE THE FRONTAGE ROADS. IMPROVE				$38,000
TOTAL							**Solano County Total**	**$0**	**$0**	**$0**	**$38,000**
Sonoma County											
4	SON-101	7.4-8.1	0A1851	0400020652		IN SONOMA COUNTY,IN PETALUMA ON ROUTE 101 FR	RECONSTRUCT OLD REDWOOD HIGHWAY			$32,126	
4	SON-101	0-56.2	2G3100	0400020910		ON ROUTE 101 BETWEEN MARIN COUNTY LINE AND M	INSTALL RAMP METERING AND TRAFFIC				$33,000
4	SON-101	5.1-5.8	4A430k	0400001133	0771E	IN CITY OF PETALUMA, SONOMA COUNTY ON ROUTE	CONST NEW IC AT RAINIER AVE, EXTEND			$41,000	
TOTAL							**Sonoma County Total**	**$0**	**$0**	**$73,126**	**$33,000**
Stanislaus County											
10	STA-99	36	0L330			IN STANISLAUS COUNTY AT SR99/KIERNAN	RECONSTRUCT INTERCHANGE	$1,720	$11,000	$45,000	
TOTAL							**Stanislaus County Total**	**$1,720**	**$11,000**	**$45,000**	**$0**
Ventura County											
7	101	17.9	051210		51210	Central/Route 101 Interchange	Reconfigure Interchange Includes Central Ave Bridge Widening From 1 To 2 Lanes Each Direction	$0	$0	$0	$37,861
7	101	18.8/19.7	051006		51006	At Del Norte Boulevard	Improve Interchange, Widen Del Norte Bridge Over 101 (From Ventura Blvd To Rte	$0	$0	$0	$55,476
TOTAL							**Ventura County Total**	**$0**	**$0**	**$0**	**$93,337**
Yolo County											
	GRAND TOTAL							**$1,030,492**	**$2,176,379**	**$1,130,186**	**$3,464,263**

PROJECTS FINANCED BY OTHER AGENCIES ON THE STATE TRANSPORTATION SYSTEM WITH A LOCAL CONTRIBUTION IN EXCESS OF $20 MILLION

OTHER AGENCY FUNDS, RM2
(x1000)

DIST	County Route	Post Mile	EA	E-FIS PROJ-ID	Plan Prog NO.	Location	Description	LOCAL AGENCY DOLLARS (x1000) BY FISCAL YEAR ADVERTISED 2010-11	2011-12	2012-13	After 2012-13
Alameda County											
4	ALA-580	R008.2/R0	290861	0400020210		IN ALAMEDA COUNTY FROM GREENVILLE ROAD OVE	CONSTRUCT I-580 WB HOV LANE,INCLUDE		$57,756		
4	ALA-580	14.6/21.4	290871	0400020211		IN ALAMEDA COUNTY ON I-580 IN LIVER MORE, PLEA	CONSTRUCT WB HOV AND AN AUX LANE		$48,100		
TOTAL							**Alameda County Total**	**$0**	**$105,856**	**$0**	**$0**
Marin County											
4	MRN-101	007.1/ 009.	1A660K	0400000500		IN MARIN COUNTY ON ROUTE 101 FROM POSTMILE 7.10	IMPROVE 101/SIR FRANCIS DRAKE BLVD				$38,655
TOTAL							**Marin County Total**	**$0**	**$0**	**$0**	**$38,655**
Solona County											
4	SOL-080	014.3/ 014.	0A5350	0400000153		IN SOLANO COUNTY, IN FAIRFIELD, AT THE EB CORI	EASTBOUND CORDELIA TRUCK SCALE		$69,007		
4	SOL-080	R012.0/ 01	0A5300	0400000150		IN SOLANO COUNTY, IN AND NEAR CORDELIA AND I	I-80/I-680/SR-12 I/C IMPROVEMENTS,				$837,000
TOTAL							**Solano County Total**	**$0**	**$69,007**	**$0**	**$837,000**
GRAND TOTAL								**$0**	**$174,863**	**$0**	**$875,655**

PROJECTS FINANCED BY OTHER AGENCIES ON THE STATE TRANSPORTATION SYSTEM WITH A LOCAL CONTRIBUTION IN EXCESS OF $20 MILLION

ORANGE COUNTY TOLL ROADS
(x1000)

DIST	County Route	Post Mile	EA	E-FIS PRIJ-ID	Plan Prog NO.	Location	Description	LOCAL AGENCY DOLLARS (x1000) BY FISCAL YEAR ADVERTISED			
								2010-11	2011-12	2012-13	After 2012-13
Orange County											
12	ORA - 241	0 - 15.9	11102	1200000402	5380	FOOTHILL TRANSP CORRIDOR (SOUTH) FROM RTE 5 TO OSO PKWY	FOOTHILL TRANS CORRIDOR (SOUTH)	$0			$1,200,000
TOTAL							**Orange County Total**	**$0**	**$0**	**$0**	**$1,200,000**

FACT SHEET
Local Funding on Transportation System

Sales Tax

Optional local sales taxes for transportation originated in 1970 when the Legislature authorized several counties served by the Bay Area Rapid Transit District to impose a regional sales tax. Since then, the Legislature has authorized counties to impose (subject to voter approval) a special half of one-percent sales tax for transportation purposes. In most cases, the authorization also requires that voters are provided with an expenditure plan that lists how the new funds will be utilized.

There are 5[5] transit districts and 19[5] counties that have sales tax measures. (These counties are commonly referred to as the "Self Help Counties".) These taxes contribute a large share of transportation revenues within the state[1].

Agency	Tax Rate %	Year Established	Year Expires	Revenue in Millions (2009/2010)
Transit Districts				
BART	0.5	1970	None	222[5]
LACMTC[5]	0.5	1982 & 1991	None	1,110[5]
San Mateo County	0.5	1982	None	57[5]
Santa Clara [4]	0.5	1976[4]	None[4]	134[5]
Santa Cruz Metropolitan	0.5	1979	None	14[5]
Subtotal				$ 1,537[5]
County Authorities				
Alameda	0.5	2002[5]	2022[5]	94[5]
Contra Costa	0.5	1989	2034	62[5]
Fresno	0.5	1987	2027[2]	49[5]
Imperial	0.5	1990	2050[3]	10[5]
Los Angeles[5]	0.5[5]	2009[5]	2039[5]	445[5]
Madera	0.5	2007[2]	2027[2]	6[5]

[1] State Board of Equalization FY 2009-10 Annual Report, Table 21C - Revenues Distributed to Special Districts From Transactions and Use Tax, FY 2009-10, (http://www.boe.ca.gov/annual/pdf/2010/ table21c_10.pdf
[2] Revised in FY 2006-07 Report.
[3] Revised in FY 2007-08 Report.
[4] Revised in FY 2008-09 Report
[5] Revised in FY 2009-10 Report

Agency	Tax Rate %	Year Established	Year Expires	Revenue in Millions
Marin	0.5	2005	2025	19[5]
Orange	0.5	1991	2041[2]	214[5]
Riverside	0.5	1989	2039	112[5]
Sacramento	0.5	1989	2039	82[5]
San Bernardino	0.5	1990	2040	107[5]
San Diego	0.5	1988	2048	204[5]
San Francisco	0.5	1990	None	67[5]
San Joaquin	0.5	1991	2041[2]	36[5]
San Mateo	0.5	1989	2033[4]	57[5]
Santa Barbara	0.5	1990	2040[3]	27[5]
Santa Clara VTA [4]	0.5	2006	2036	133[5]
Sonoma County	.25	2005	2025	15[5]
Tulare County	0.5	2007[2]	2037	21[5]
Subtotal				$ 1,760[5]
Total				**$ 3,297[5]**

There are currently 24 different local sales taxes levied throughout the State for transportation purposes. These taxes collectively raised about $3.3 billion in FY 2009-10. Of the 24 separate taxes, 5[4] are imposed indefinitely while 19[5] of them have sunset dates.

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14-15, 2011

Reference No.: 2.2c. (1)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING MITIGATED NEGATIVE DECLARATION FOR THE BERKELEY TRAIL EXTENSION TO THE BERKELEY MARINA PROJECT (RESOLUTION E-11-88)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Berkeley Bay Trail Extension Project (project) in Alameda County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the MND and approve the project for future consideration of funding.

BACKGROUND:

The City of Berkeley (City) is the CEQA lead agency for the project. On January 27, 2004 the City adopted the MND and found that the project would not have a significant effect on the environment after mitigation.

The project is located in the City of Berkeley in Alameda County. The project will construct a Class One multi-use trail between the main loop of the SF Bay Trail and the Berkeley Marina, Eastshore State Park and the bay shoreline. The project will also construct a small bicycle/pedestrian bridge over a drainage outfall.

Impacts that require mitigation measures to be reduced to a less than significant level relate to aesthetics, air quality, biological resources, cultural resources, geology and soils, hydrology and water quality, land use and planning, noise, public services, recreation, and transportation/traffic. Mitigation measures include, but are not limited to, use of Best Management Practices to reduce windblown dust; establishing a 10-foot wide buffer around each wetland to protect it from construction; having a qualified archaeologist/paleontologist evaluate any archaeological or paleontological resources uncovered during construction; submitting a grading plan to the City for review

prior to ground disturbance; and post warning signs along public access routes during pile driving activities.

On October 6, 2011 the City confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work programmed by the Commission.

The project is estimated to cost $2.283 million and is programmed with State ($1.928 million) funds and Local ($355,000) funds. Construction is estimated to begin in fiscal year 2011/12.

Attachment

- Resolution E-11-88
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
04 – Alameda County
Resolution E-11-88

1.1 **WHEREAS,** the City of Berkeley (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Bay Trail Extension to the Berkeley Marina Project

1.2 **WHEREAS,** the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS,** the project will construct a Class One multi-use trail and small bicycle/pedestrian bridge in the City of Berkeley, Alameda County; and

1.4 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration; and

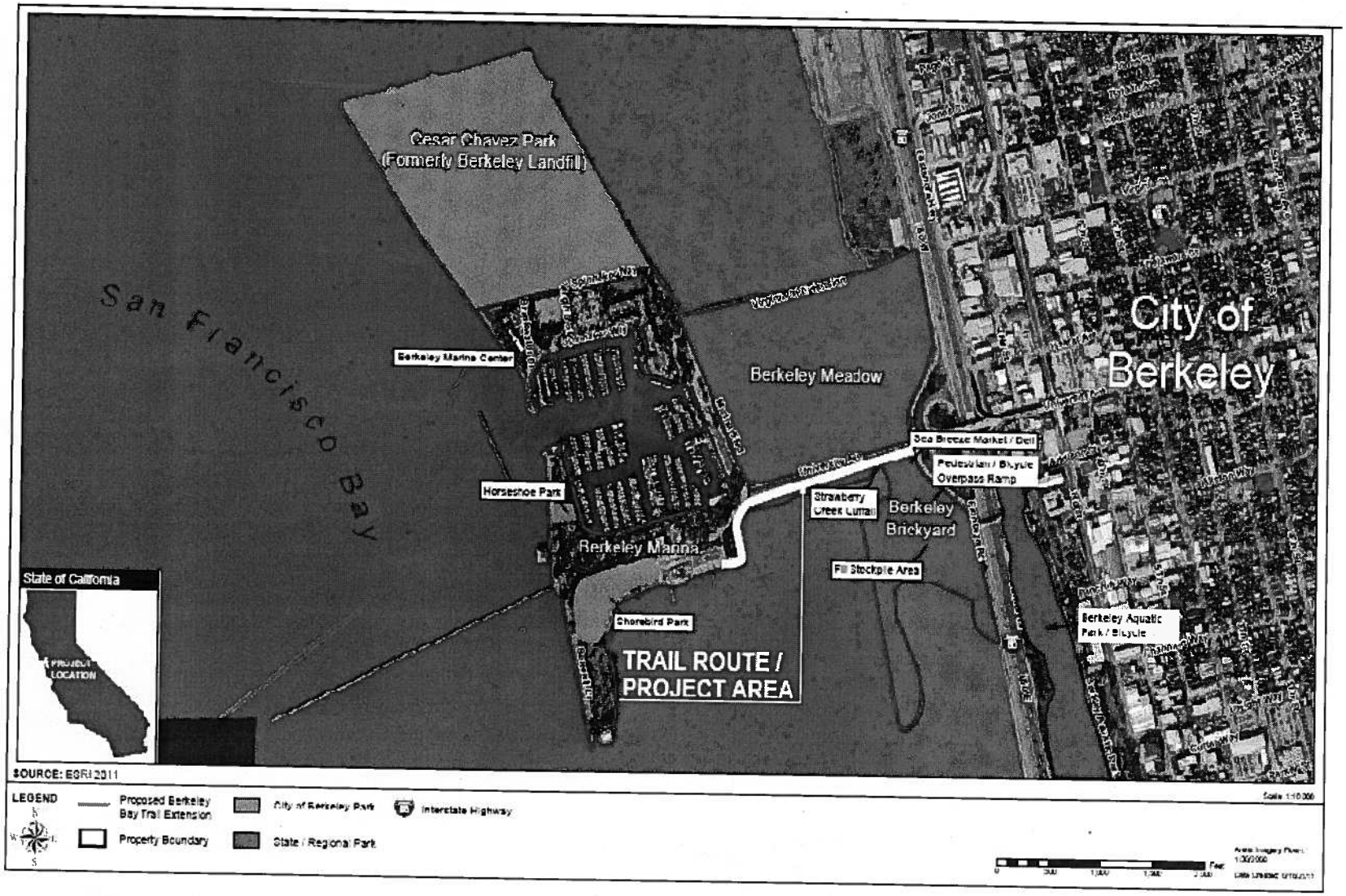
1.5 **WHEREAS,** the City found that all significant or potentially significant impacts can be reduced by mitigation measures to a less than significant level; and

1.6 **WHEREAS,** the City adopted the Mitigated Negative Declaration; and

1.7 **WHEREAS,** the City adopted a Mitigation Monitoring Reporting Program for the project.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approve the above referenced project to allow for future consideration of funding.

Figure 1: Project Location and Land Uses in the Vicinity of the Berkeley Bay Trail Extension



Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14-15, 2011

Reference No.: 2.2c. (3)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING MITIGATED NEGATIVE DECLARATION FOR THE CENTRAL AVENUE SHOULDER WIDENING PROJECT (RESOLUTION E-11-90)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Mitigated Negative Declaration (MND) for the Central Avenue Shoulder Widening Project (project) in Humboldt County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the MND and approve the project for future consideration of funding.

BACKGROUND:

The Humboldt County Department of Public Works (County) is the CEQA lead agency for the project. On September 13, 2011 the County adopted the MND and found that the project would not have a significant effect on the environment after mitigation.

The project is located in the unincorporated community of Mckinleyville in Humboldt County. The project will widen the shoulders of Central Avenue to provide four to six feet of paved shoulder adjacent to each travel lane. The project will also construct new traffic islands, sidewalk, curb ramps, and crosswalk striping.

Impacts that require mitigation measures to be reduced to a less than significant level relate to aesthetics and biological resources. Mitigation measures include, but are not limited to, planting disturbed areas with native plants and trees where applicable and having a qualified biologist conduct pre-construction nesting bird survey if vegetation removal or ground-disturbing activities occur during nesting season.

On October 6, 2011 the City confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work programmed by the Commission.

The project is estimated to cost $290,000 and is programmed with State funds. Construction is estimated to begin in fiscal year 2011/12.

Attachment
- Resolution E-11-90
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
01 – Humboldt County
Resolution E-11-90

1.1 **WHEREAS,** Humboldt County Department of Public Works (County) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Central Avenue Shoulder Widening Project

1.2 **WHEREAS,** the County has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS,** the project will widen the shoulders of Central Avenue, construct new traffic islands, sidewalks, curb ramps, and crosswalk striping in the unincorporated community of Mckinleyville, Humboldt County; and

1.4 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Mitigated Negative Declaration; and

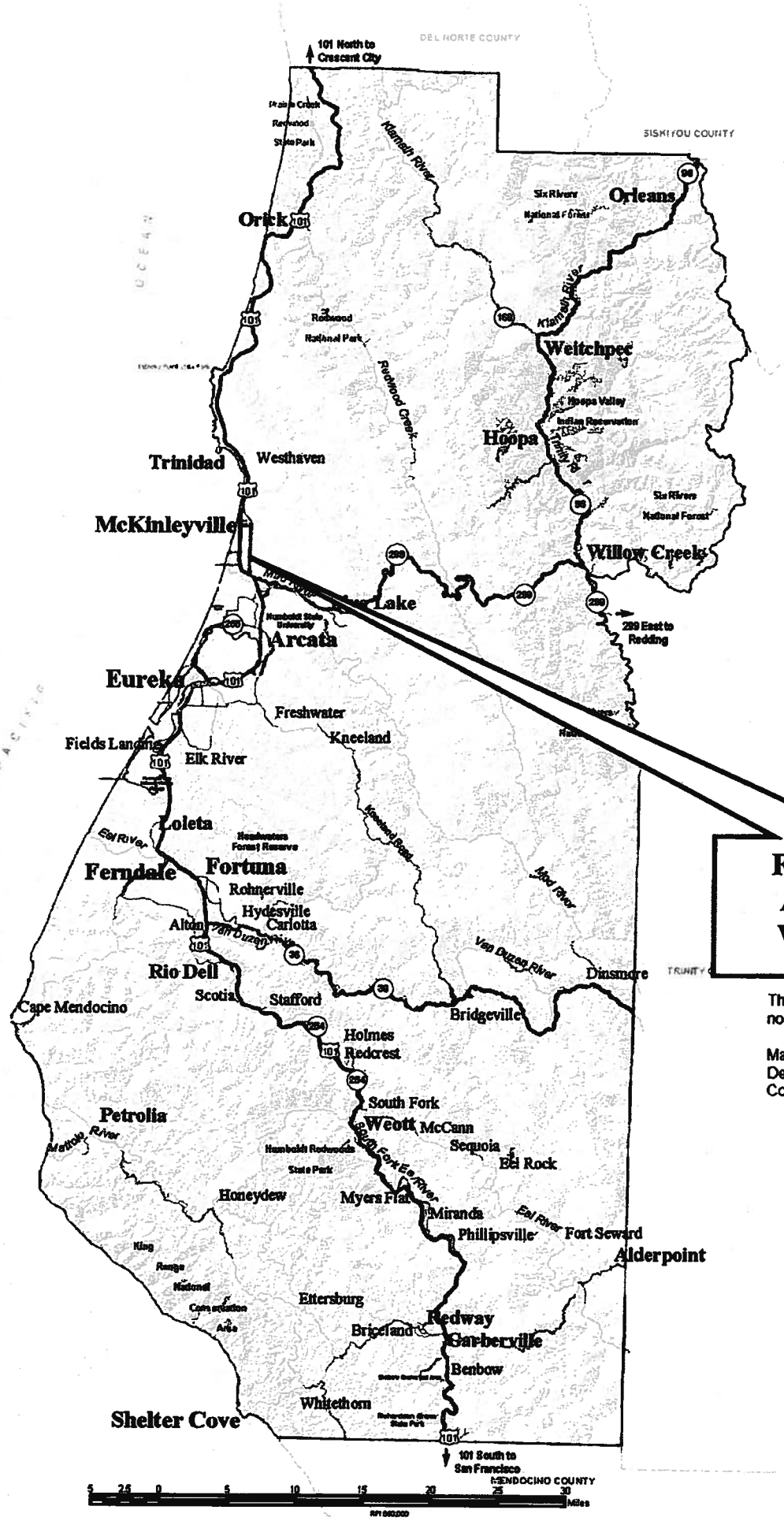
1.5 **WHEREAS,** the County found that all significant or potentially significant impacts can be reduced by mitigation measures to a less than significant level; and

1.6 **WHEREAS,** the County adopted the Mitigated Negative Declaration; and

1.7 **WHEREAS,** the County adopted a Mitigation Monitoring Reporting Program for the project.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Mitigated Negative Declaration and approve the above referenced project to allow for future consideration of funding.

Humboldt County



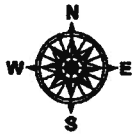
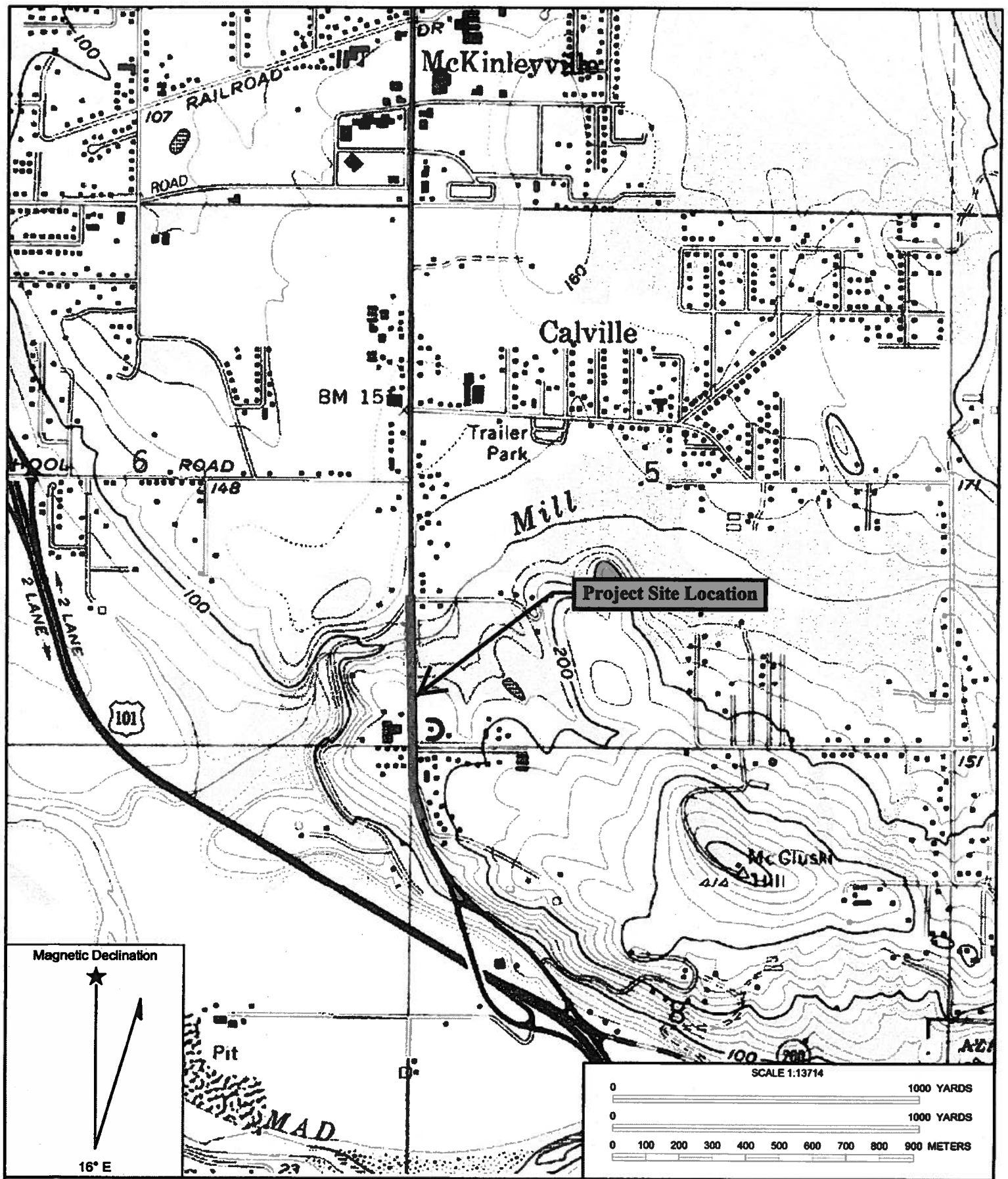


Figure 1a: Central Avenue Shoulder Widening Project

This map is intended for display purposes and should not be used for precise measurement or navigation.

Map compiled by Humboldt County Community Development Services (HCCDS), Oct. 2003.
Contact: clewis@co.humboldt.ca.us



Name: ARCATA NORTH
Date: 2/26/2010
Scale: 1 inch equals 1143 feet

Figure 1b - USGS Quadrangle Map

Location: 040° 55' 52.73" N 124° 05' 46.87" W NAD 27
Caption: Central Avenue Shoulder Widening and Road Improvements Project

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Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14-15, 2011

Reference No.: 2.2c (4)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING NEGATIVE DECLARATION FOR THE 12TH AVENUE WIDENING/RECONSTRUCTION PROJECT (RESOLUTION E-11-91)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Negative Declaration (ND) for the 12th Avenue Widening/Reconstruction Project (project) in the City of Hanford and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the ND and approve the project for future consideration of funding.

BACKGROUND:

The City of Hanford (City) is the CEQA lead agency for the project. The project will widen an existing two lane road to a four lane arterial street including curb, gutter, and a median island.

On September 20, 2011, the City found that the project will not have a significant effect on the environment and mitigation measures are not required, and approved the ND.

The project is estimated to cost $2,645,000 and is programmed with Local ($1,895,000) funds and SLPP ($750,000) funds. Construction is estimated to begin in fiscal year 2011/12.

Attachment
- Resolution E-11-91
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
06 – Kings County
Resolution E-11-91

1.1 **WHEREAS,** the City of Hanford (City) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- 12th Avenue Widening/Reconstruction Project

1.2 **WHEREAS,** the City has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

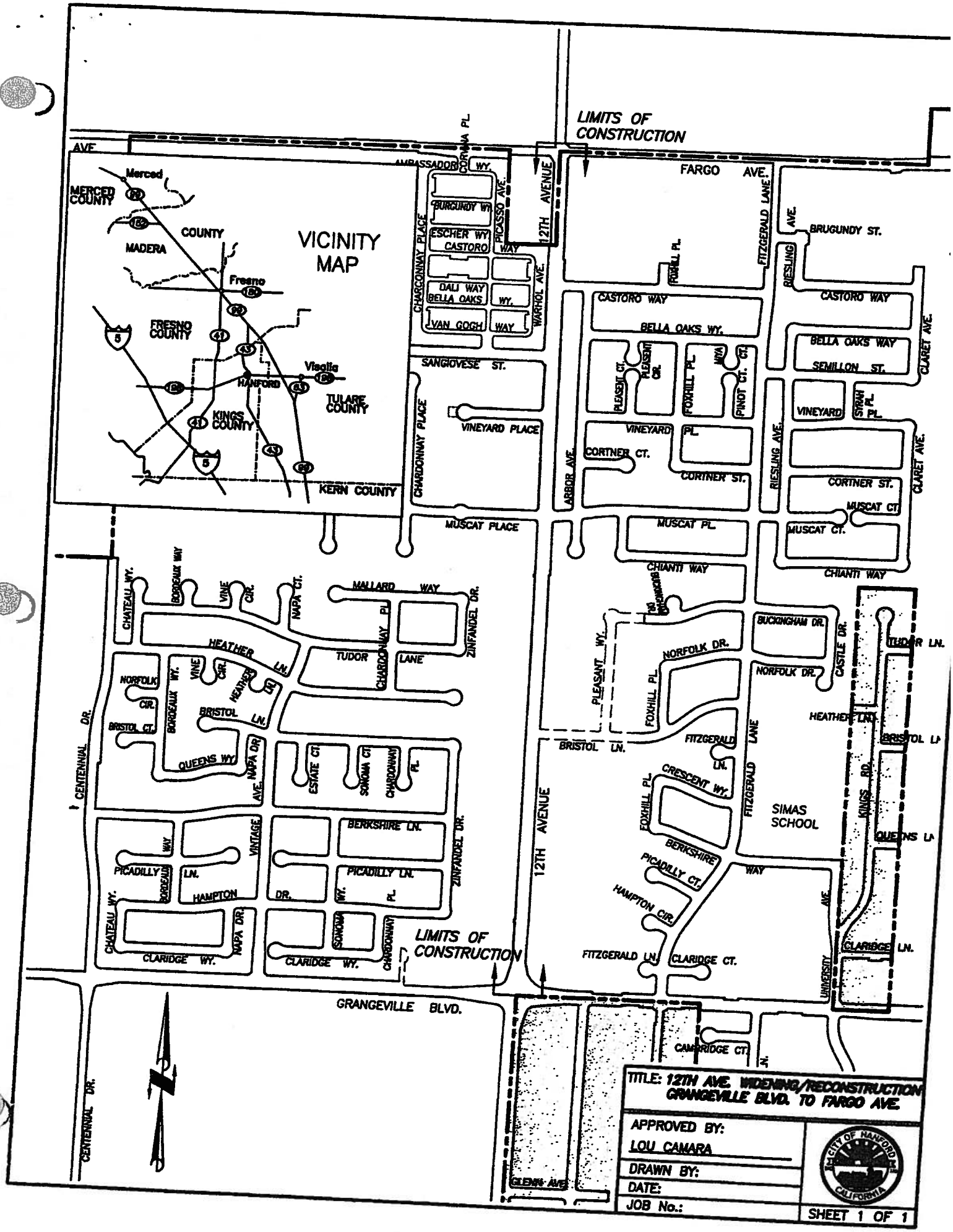
1.3 **WHEREAS,** the project will widen an existing two lane road to a four lane arterial street including curb, gutter, and a median island in the City of Hanford, Kings County; and

1.4 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Negative Declaration; and

1.5 **WHEREAS,** the City found that the proposed project would not have a significant effect on the environment; and

1.6 **WHEREAS,** the City approved the Negative Declaration.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Negative Declaration and approve the above referenced project to allow for future consideration of funding.



TITLE: 12TH AVE. WIDENING/RECONSTRUCTION GRANGEVILLE BLVD. TO FARGO AVE.

APPROVED BY: LOU CAMARA

DRAWN BY:

DATE:

JOB No.:

CITY OF HANFORD CALIFORNIA

SHEET 1 OF 1

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14-15, 2011

Reference No.: 2.2c (7)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING NEGATIVE DECLARATION FOR THE FOOTHILL BOULEVARD (ROUTE 66) STREET IMPROVEMENTS FROM MONTE VISTA AVENUE TO CENTRAL AVENUE PROJECT (RESOLUTION E-11-94)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Negative Declaration (ND) for the Foothill Boulevard (Route 66) Street Improvements from Monte Vista Avenue to Central Avenue Project (project) in the City of Upland and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the ND and approve the project for future consideration of funding.

BACKGROUND:

The City of Upland (City) is the CEQA lead agency for the project. The project will upgrade a segment of Foothill Boulevard to improve the level of service by providing additional left and right turn lanes, raised center median, bridge widening, concrete curb and gutter, sidewalk, drainage improvements and new street lighting system with traffic signal upgrades.

On October 24, 2011, the City found that the project will not have a significant effect on the environment and mitigation measures are not required, and approved the ND.

The project is estimated to cost $6.3 million and is programmed with SLPP ($1 million) funds and Local ($5.3 million) funds. Construction is estimated to begin in fiscal year 2011/12.

Attachment
- Resolution E-11-94
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
08 – San Bernardino County
Resolution E-11-94

1.1 **WHEREAS,** the City of Upland (City) has completed a Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Foothill Boulevard (Route 66) Street Improvements from Monte Vista Avenue to Central Avenue Project

1.2 **WHEREAS,** the City has certified that the Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS,** the project will widen Foothill Boulevard; improve curb and gutter, driveway approaches, and lighting; and construct left and right turn lanes with a raised center median in the City of Upland, San Bernardino County; and

1.4 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Negative Declaration; and

1.5 **WHEREAS,** the City found that the proposed project would not have a significant effect on the environment; and

1.6 **WHEREAS,** the City approved the Negative Declaration.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Negative Declaration and approve the above referenced project to allow for future consideration of funding.

Source: RBF Consulting Habitat Assessment, May 2011

Figure 1 Regional Location

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.2c.(8)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Jay Norvell
Division Chief
Environmental Analysis

Subject: **APPROVAL OF PROJECTS FOR FUTURE CONSIDERATION OF FUNDING AND NEW PUBLIC ROAD CONNECTION**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolutions E-11-80, E-11-81, E-11-82, E-11-83, E-11-84, E-11-85, and E-11-86.

ISSUE:

01-HUM-299, PM 20.2/20.5
RESOLUTION E-11-80

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Route 299 in Humboldt County. Repair damage and stabilize two segments of SR 299 near Blue Lake. (PPNO 2274)

This project in Humboldt County will repair and stabilize two segments of State Route 299 near Blue Lake; including realigning lanes, installing underdrains and constructing two tieback walls. The project is programmed in the 2010 State Highway Operation and Protection Program (SHOPP). The total estimated project cost is $21,069,000 for capital and support. Construction is estimated to begin in Fiscal Year 2011-12. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2010 SHOPP.

A copy of the MND has been provided to Commission staff. The project will mitigate potential impacts to biological resources and hydrology/water quality to a less than significant level. Potential impacts to hydrology/water quality and biological resources in the project area will be mitigated through restoration of existing wetlands and riparian areas to pre-project conditions. On-site revegetation planting will be provided to replace trees and shrubs removed during project construction. As a result, an MND was completed for this project.

Attachment 1

ISSUE:

01-MEN-128, PM 34.5/35.5
RESOLUTION E-11-81

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Route 128 in Mendocino County. Roadway repairs and improvements on a portion of SR 128 near the town of Boonville. (PPNO 4463)

This project in Mendocino County will repair a segment of roadway and the adjacent slope on State Route 128, from Shearing Creek to 0.7 mile west of Maple Creek Bridge, near Boonville. The project is programmed in the 2010 State Highway Operation and Protection Program (SHOPP). The total estimated project cost is $16,318,000 for capital and support. Construction is estimated to begin in Fiscal Year 2012-13. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2010 SHOPP.

A copy of the MND has been provided to Commission staff. The project will mitigate potential impacts to riparian and waters of the U.S to a less than significant level. Potential impacts to wetlands in the project area will be mitigated by replacing impacted wetlands at a 1:1 ratio. Environmentally Sensitive Area (ESA) fencing will also be used in appropriate areas. Water quality impacts will be mitigated through implementation of Best Management Practices (BMP). As a result, an MND was completed for this project.

Attachment 2

ISSUE:

03-SUT-20, PM 12.6/13.6
RESOLUTION E-11-82

The attached resolution proposes to approve a new public road connection for the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Route 20 in Sutter County. Construct a new public road connection on Route 20 in the city of Yuba City. (EA 3E2100)

This project in Sutter County will construct a new public road connection to State Route 20 at Western Parkway between Township Road and George Washington Boulevard in Yuba City. The project is entirely funded with local dollars. The project will need an approval for a new public road connection from the Commission. The total estimated cost is $2,570,000. Construction is estimated to begin in Fiscal Year 2010-11.

A copy of the MND has been provided to Commission Staff. The project will mitigate potential impacts to water quality/storm water runoff to a less than significant level. Water quality impacts will be mitigated through implementation of BMPs. The City of Yuba City is the CEQA lead agency for the project and all mitigation measures are the responsibility of Yuba City. Yuba City did prepare and approve an MND for the project.

Attachment 3

ISSUE:

04-NAP-121, PM 20.2/20.4
RESOLUTION E-11-83

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Route 121 in Napa County. Replacement of an existing bridge on SR 121 near the city of Napa. (PPNO 0384G)

This project in Napa County will replace the Capell Creek Bridge (Bridge Number 21-0009) on State Route 121. The project is programmed in the 2010 State Highway Operation and Protection Program (SHOPP). The total estimated project cost is $10,880,000 for capital and support. Construction is estimated to begin in Fiscal Year 2012-13. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2010 SHOPP.

A copy of the MND has been provided to Commission staff. The project will mitigate potential impacts to aesthetics to a less than significant level. Potential impacts to the vegetation in the project area will be mitigated through hydro-seeding with appropriate plant species. Oak trees removed will be replaced at a 3:1 ratio. Non-native trees will be replaced at a 1:1 ratio. Potential impacts to aesthetics will be mitigated by requiring the new bridge railing to have a finish pattern, surface texture, and coloration that mimic the original railing. As a result, an MND was completed for this project.

Attachment 4

ISSUE:

05-SLO-101, PM 25.5/26.3
RESOLUTION E-11-84

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Route 101 in San Luis Obispo County. Roadway improvements on a portion of SR 101 including widening of an existing overpass and bridge in the city of San Luis Obispo. (PPNO 7300)

This project in San Luis Obispo County will widen the Los Osos Valley Road overcrossing and the adjacent bridge crossing over San Luis Obispo Creek in the city of San Luis Obispo. The project is programmed in the 2010 State Transportation Improvement Program (STIP) and includes local funds. The total estimated project cost is $19,584,000 for capital and support. Construction is estimated to begin in Fiscal Year 2014-15. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2010 STIP.

A copy of the MND has been provided to Commission staff. The project will mitigate potential impacts to biological, paleontological, and cultural resources and impacts to aesthetics, water quality, noise, and air quality to a less than significant level. Potential impacts to biological resources in the project area will be mitigated in accordance with the Biological Opinion rendered by the U.S. Fish and Wildlife Service. Potential impacts to paleontological resources will be mitigated by implementing a paleontological resource plan. Potential impacts to water quality will be mitigated through implementing BMPs and a storm water pollution prevention plan. Potential noise impacts will be mitigated by including construction sound control measures and limiting night work. Potential impacts to aesthetics will be mitigated by implementing a lighting plan and a landscape plan. Potential impacts to cultural resources will be mitigated by stop work requirements if a cultural resource is found. As a result, an MND was completed for this project.

Attachment 5

ISSUE:

05-SLO-101, PM 36.0/37.5
RESOLUTION E-11-85

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Route 101 in San Luis Obispo County. Roadway improvements including new median barriers on a portion of SR 101 near the city of San Luis Obispo. (PPNO 1994)

This project in San Luis Obispo County on US 101 will build a concrete median barrier, remove the existing metal-beam guardrail and temporary railing, and replace the sand-filled barrel array with a crash-cushion system. The project will also extend the existing southbound left-turn lane and add northbound and southbound acceleration lanes at the intersection of US 101 and Tassajara Creek Road. The project is programmed in the 2010 State Highway Operation and Protection Program (SHOPP). The total estimated cost is $6,988,000. Construction is estimated to begin in Fiscal Year 2012/13. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the 2010 SHOPP.

A copy of the MND has been provided to Commission staff. The project will mitigate potential impacts to biological resources and aesthetics to a less than significant level. Potential impacts to biological resources will be mitigated through the use of ESA fencing and the use of Caltrans standard bird protection specifications. In addition, median barrier openings will be placed to reduce animal entrapment on the highway. Potential impacts to aesthetics will be mitigated by implementing a landscape plan for the project. As a result, an MND was completed for this project.

Attachment 6

ISSUE:

08-SBD-15, PM 6.3/7.1
RESOLUTION E-11-86

The attached resolution proposes to approve for future consideration of funding the following project for which a Mitigated Negative Declaration (MND) has been completed:

- Route 15 in San Bernardino County. Roadway and interchange improvements at SR 15 and Base Line Road in the cities of Fontana and Rancho Cucamonga. (PPNO 0168J)

This project in San Bernardino County will improve the Interstate 15 (I-15)/ Base Line Road Interchange in Rancho Cucamonga, including widening Base Line Road from four to six lanes, widening East Avenue from two to four lanes, adding right and left turn lanes on Base Line Road and on East Avenue, realigning and widening the southbound and northbound diamond ramps from one to two lanes, adding a southbound loop on-ramp, and adding I-15 acceleration/deceleration lanes. The project is programmed in the Proposition 1B State-Local Partnership Program (SLPP) and includes local funds. The total estimated project cost is $43,100,000 for capital and support. Construction is estimated to begin in Fiscal Year 2011-12. The scope, as described for the preferred alternative, is consistent with the project scope programmed by the Commission in the SLPP.

A copy of the MND has been provided to Commission staff. The project will mitigate potential impacts to wetlands and other waters to a less than significant level. Potential impacts to wetlands will be mitigated through the purchase of mitigation credits from an off-site mitigation bank or participation in an in-lieu fee program. As a result, an MND was completed for this project.

Attachment 7

ATTACHMENT 1

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
01-HUM-299, PM 20.2/20.5
Resolution E-11-80

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Route 299 in Humboldt County. Repair damage and stabilized two segments of SR299 near Blue Lake (PPNO 2274)

1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

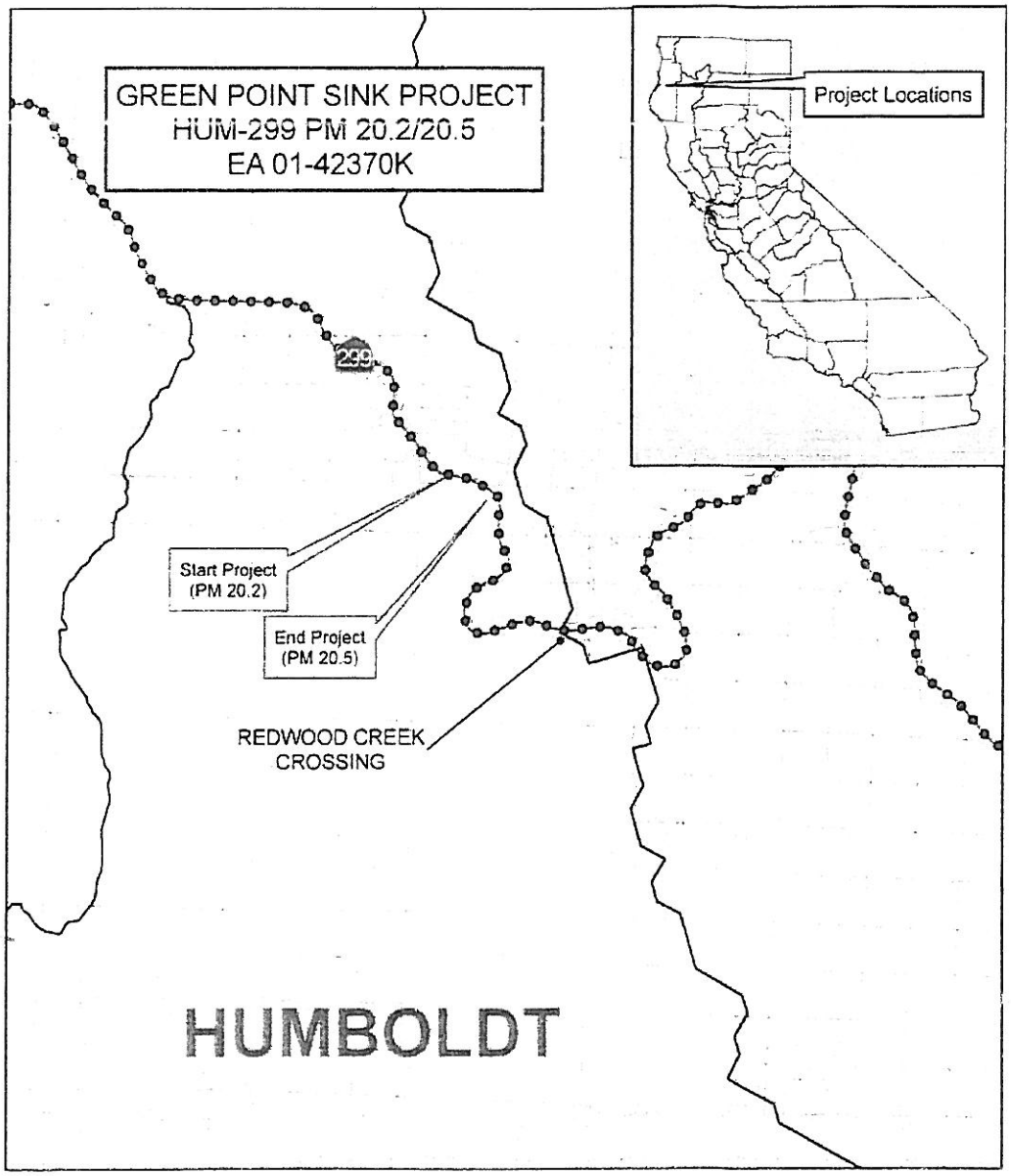
1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

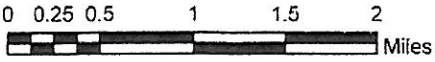
2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 1

Project Location Map



SEE ATTACHMENT A FOR TOPOGRAPHIC INFORMATION



ATTACHMENT 2

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
01-MEN-128, PM 34.5/35.5
Resolution E-11-81

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Route 128 in Mendocino County. Roadway repairs and improvements on a portion of SR 128 near the town of Boonville. (PPNO 4463)

1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

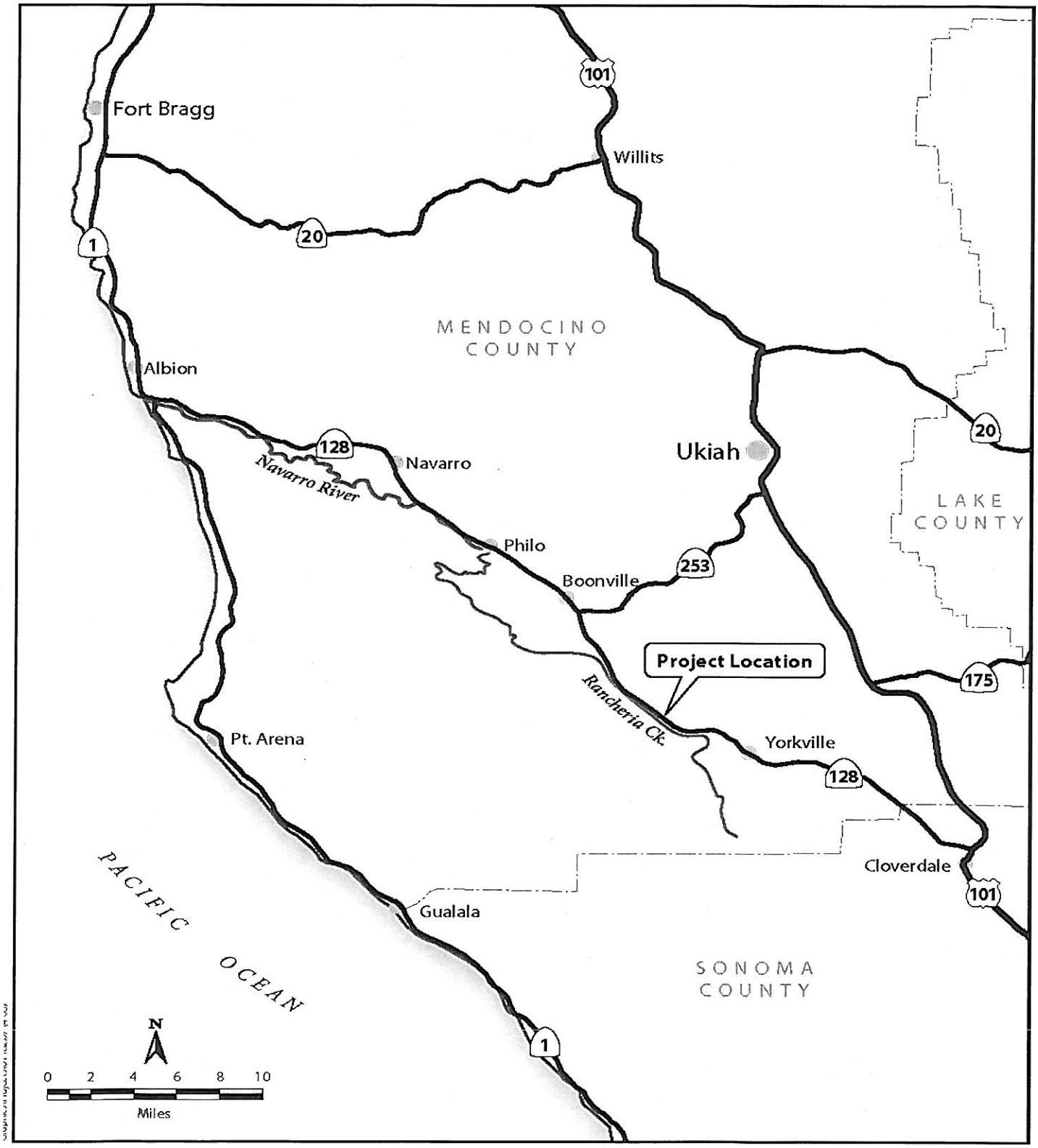
1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 2

Smoot Sink Storm Damage Repair Project
01-MEN-128-PM 34.5/35.5
EA: 47660/EFIS: 0100000351



PROJECT LOCATION MAP

ATTACHMENT 3

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for New Public Road Connection
03-SUT-20, PM 12.6/13.6
Resolution E-11-82

1.1 **WHEREAS,** the city of Yuba City (City) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Route 20 in Sutter County. Construct a new public road connection on Route 20 in the city of Yuba City. (EA 3E2100)

1.2 **WHEREAS**, the City has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

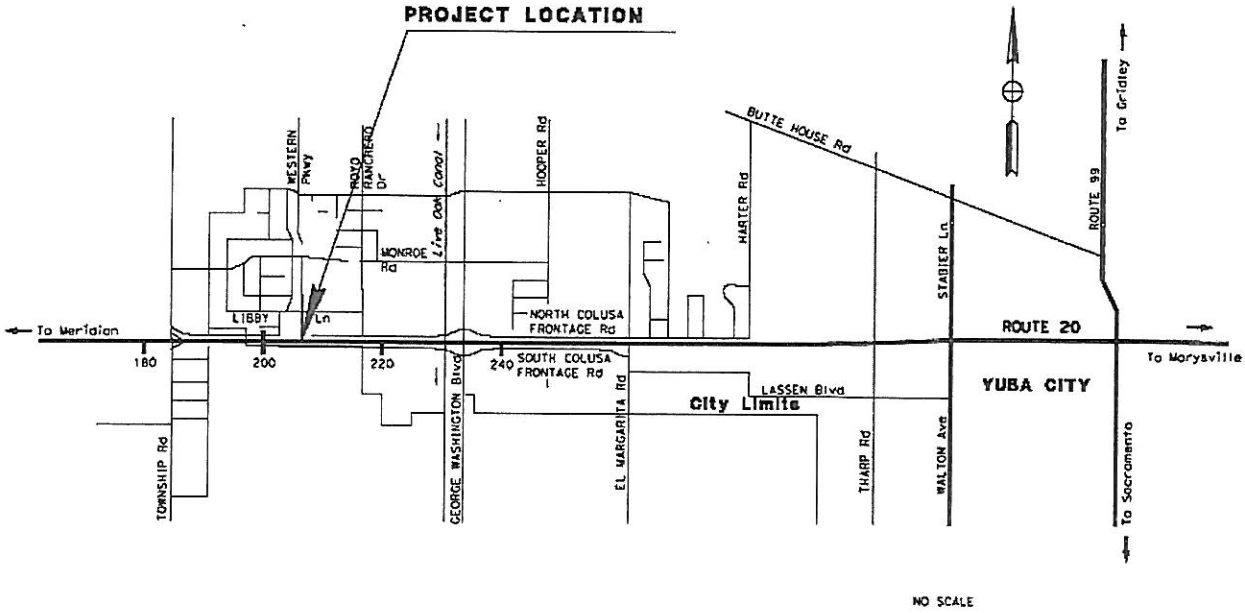
1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for a new public road connection.

ATTACHMENT 3

03–SUT-20-PM 12.6/13.6
SPECIAL FUNDED PROJECT
03198-3E2100
JULY 2011

Vicinity Map



On Route 20

Between TOWNSHIP ROAD

And GEORGE WASHINGTON BOULEVARD

ATTACHMENT 4

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
04-NAP-121, PM 20.2/20.4
Resolution E-11-83

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Route 121 in Napa County. Replacement of an existing bridge on SR 121 near the city of Napa. (PPNO 0384G)

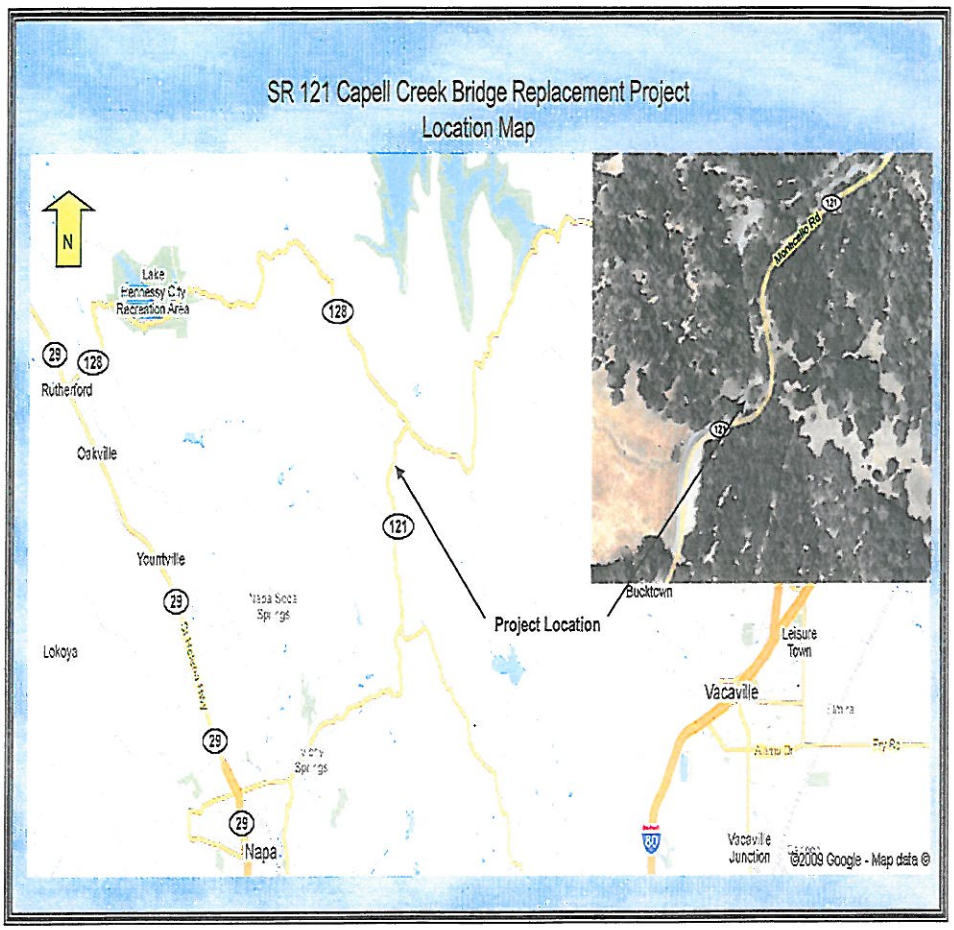
1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

Figure 1- Project Location



ATTACHMENT 5

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
05-SLO-101, PM 25.5/26.3
Resolution E-11-84

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Route 101 in San Luis Obispo County. Roadway improvements on a portion of SR 101 including widening of an existing overpass and bridge in the city of San Luis Obispo. (PPNO 7300)

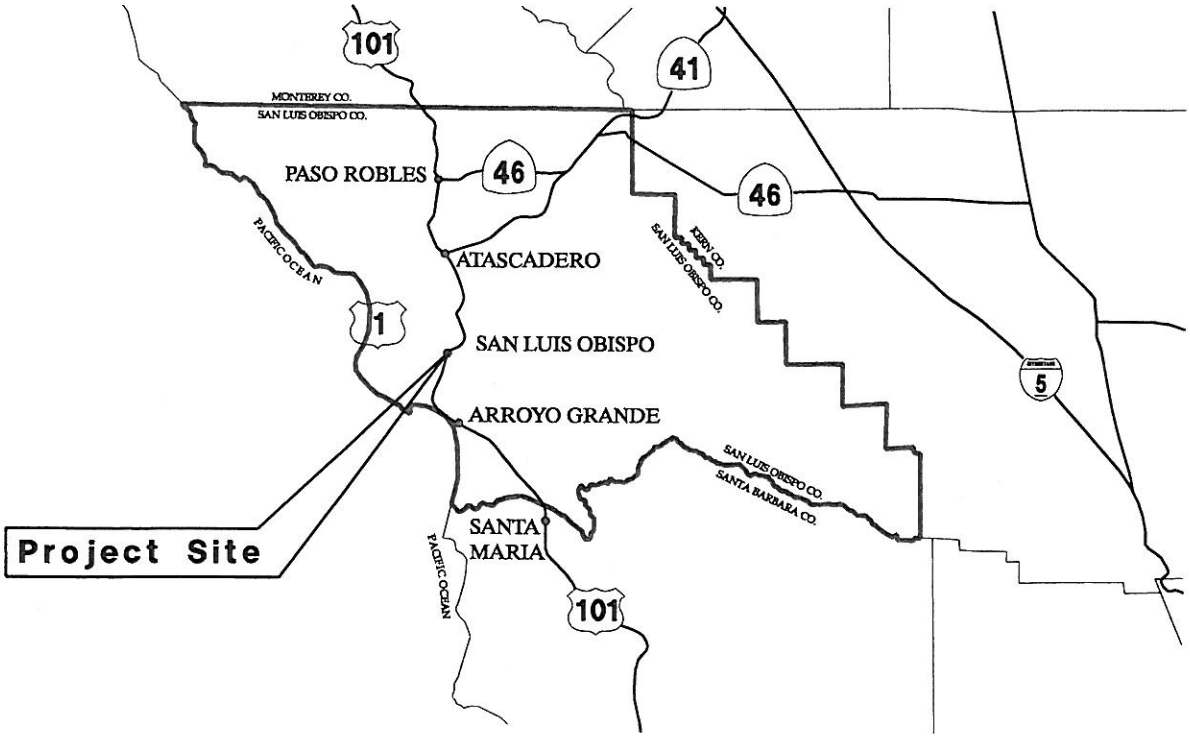
1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

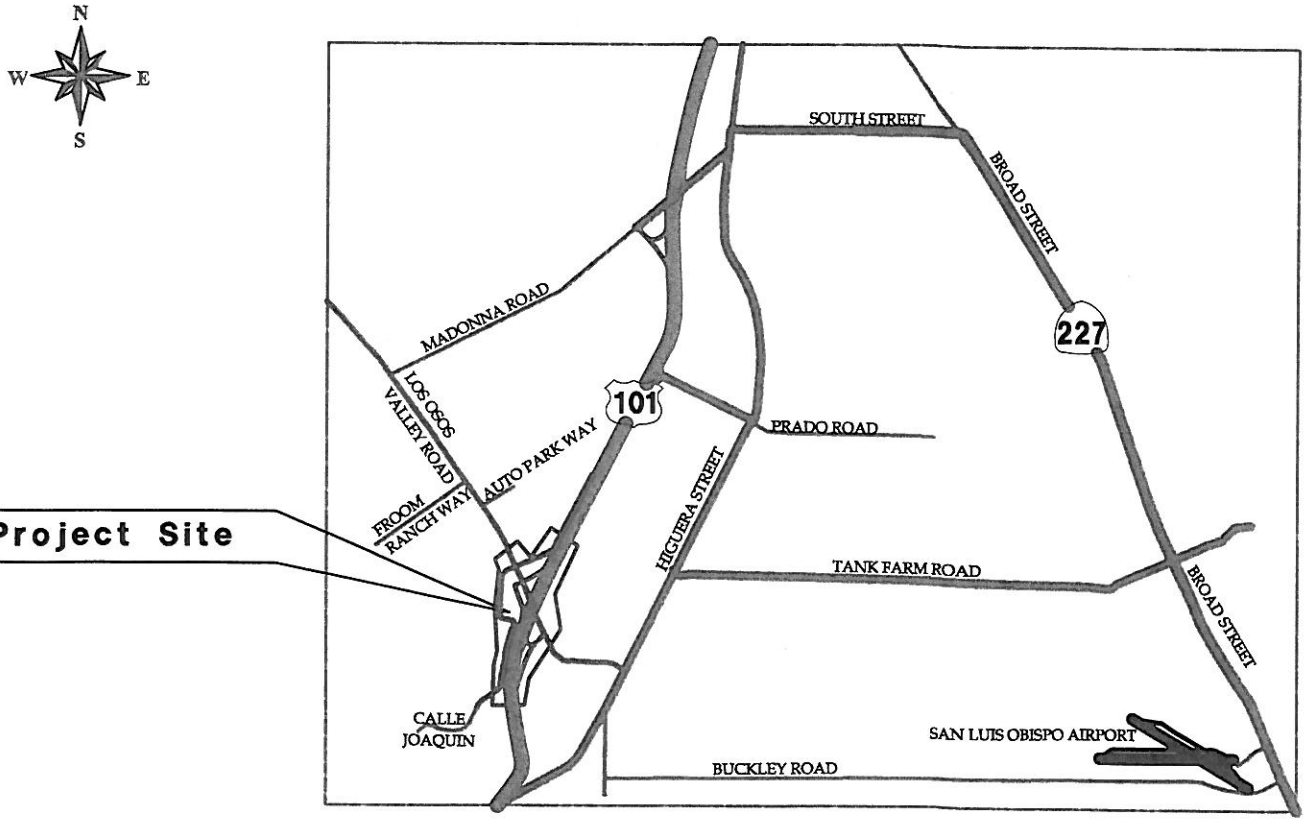
1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

SAN LUIS OBISPO COUNTY





LOCATION MAP

LOS OSOS VALLEY ROAD/US 101 INTERCHANGE IMPROVEMENTS

DATE: APRIL 2008

PREPARED BY:

DOKKEN ENGINEERING

2365 Iron Point Rd. Suite 200
Folsom CA. 95630
(916)858-0642

...\1294_Vicinity Map.dgn

ATTACHMENT 6

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
05-SLO-101, PM 36.0/37.5
Resolution E-11-85

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Route 101 in San Luis Obispo County. Roadway improvements including new median barriers on a portion of SR 101 near the city of San Luis Obispo. (PPNO 1994)

1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

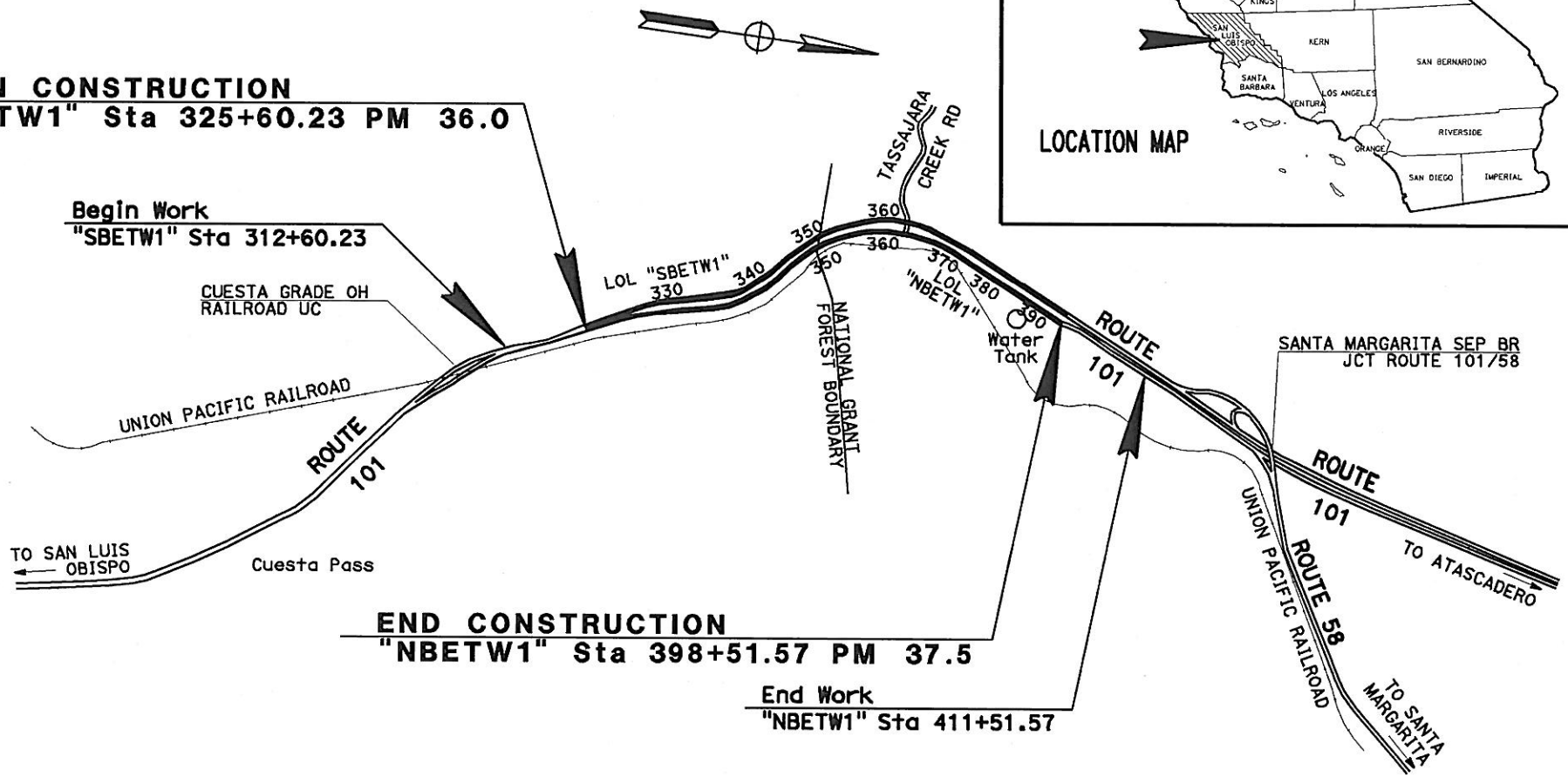
PROJECT PLANS FOR CONSTRUCTION ON

STATE HIGHWAY

IN SAN LUIS OBISPO COUNTY NEAR SANTA MARGARITA FROM 0.8 MI SOUTH TO 0.7 MI NORTH OF TASSAJARA CREEK ROAD

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SLO	101	36.0/37.5		

LOCATION MAP



NO SCALE

CONTRACT No.	05-0Q6304
PROJECT ID	0500000320

ATTACHMENT 6

ATTACHMENT 7

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
08-SBD-15, PM 6.3/7.1
Resolution E-11-86

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed a Mitigated Negative Declaration pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Route 15 in San Bernardino County. Roadway and interchange improvements at SR 15 and Base Line Road in the cities of Fontana and Rancho Cucamonga. (PPNO 0168J)

1.2 **WHEREAS**, the Department has certified that the Mitigated Negative Declaration has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Mitigated Negative Declaration; and

1.4 **WHEREAS,** the project will not have a significant effect on the environment.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby approve the above referenced project to allow for future consideration of funding.

ATTACHMENT 7

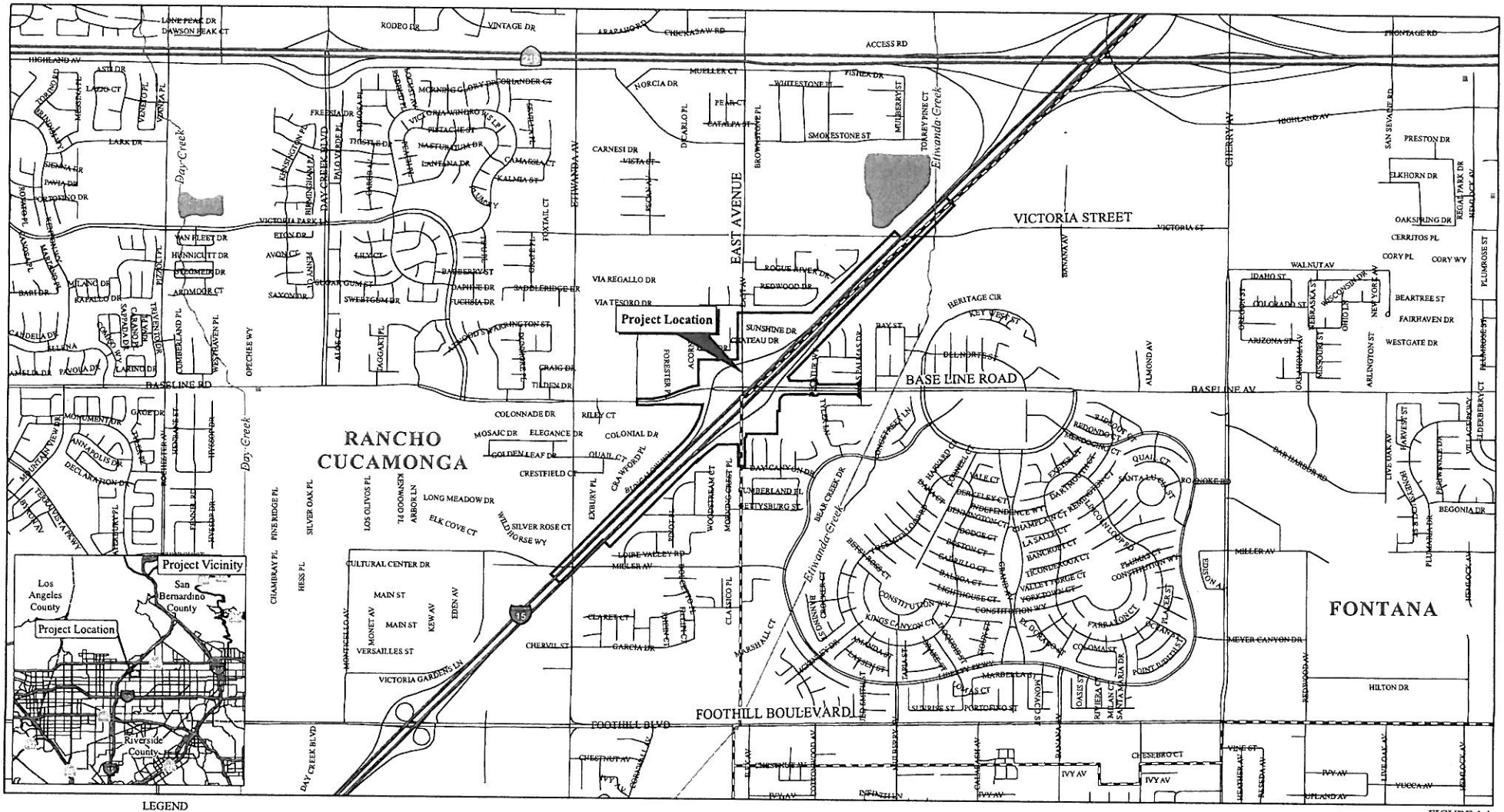


FIGURE 1.1

SOURCE: TBM (2008)

I:\DMJ531\GIS\ISEA\Fig1_ISEA.mxd (1/18/2010)

I-15 / Base Line Road Interchange Project

Project Location & Vicinity

08-SBD-15 K.P. 10.1/11.4 (P.M. 6.3/7.1)

EA# 08-497100

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.3b
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Terry L. Abbott
Chief
Division of Design

Subject: **NEW PUBLIC ROAD CONNECTION, 03-SUT-20 PM 13.1**
RESOLUTION S-750

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the attached Resolution S-750 and map authorizing a new public road connection at Western Parkway to State Route (SR) 20 in the city of Yuba City.

ISSUE:

The City of Yuba City has requested approval of a new public road connection to SR 20. Pursuant to Section 100.2 of the Streets and Highways Code, no local road shall be connected with any freeway until the Commission adopts a resolution consenting thereto. It is recommended that the Commission approve the resolution in accordance with the recommendation of the Acting Chief Engineer. The resolution grants approval of a new public road connection on the north side of SR 20 to Western Parkway connection in the county of Sutter, in the city of Yuba City, at Post Mile 13.1.

Recommended by: ROBERT PIEPLOW
Acting Chief Engineer

BACKGROUND:

Due to projected growth and congestion in the northwest area of Yuba City (City), the City is proposing to construct a new connection to State Route (SR 20) at Western Parkway. This proposed connection would be located approximately midway between two existing signalized intersections at Township Road and George Washington Boulevard. Local access to SR 20 is needed in order to relieve local traffic congestion and support present and planned development and growth in the area. This new public road connection is a condition the city of Yuba City placed upon the developer of the adjacent housing tract north of SR 20.

SR 20 in this vicinity is part of the California Freeway and Expressway System. It runs west to east traversing Mendocino, Lake, Colusa, Sutter, Yuba and Nevada Counties. SR 20 begins in Mendocino County at Route 1 near Fort Bragg traversing to Route 101 at Willits and resumes further south from Route 101 ending at Route 80 near Emigrant Gap in Nevada County. SR 20 is part of the Interregional Road System and a designated Surface Transportation Assistance Act Terminal Access Route. SR 20 has been identified as a Focus Route in the Department's Interregional Transportation Strategic Plan.

On July 19, 1955, the California Highway Commission adopted the portion of SR 20 from Acacia Avenue to SR 99 as a freeway. On June 3, 1986, this segment of SR 20 was denominated to a controlled access highway. A superseding Controlled Access Highway Agreement (CAHA), including the project location, was approved for signatures by the Yuba City Council on October 18, 2011.

In the project area SR 20 is a four-lane expressway with 8-foot outside shoulders and is functionally classified as a principal arterial. At the project location SR 20 has an unpaved median. Within the limits of Yuba City there are a number of intersections along SR 20.

Western Parkway is functionally classified as an urban arterial. The existing parkway consists of a four-lane road with left turn channelization at intersections. It is identified as a General Plan Street in the Yuba City's 2004 General Plan. Land uses in the vicinity of the proposed new connection include a mixture of residential and commercial uses.

Traffic studies performed in 2007 and updated in 2011 for the project vicinity predict increased congestion as land development and growth continue. The proposed connection will improve surface streets and SR 20 mainline operations. The study also predicted that the intersection of SR 20 and George Washington Boulevard east of the new connection will operate at levels of service E or F by 2032.

The proposed project would extend the existing Western Parkway to the south from Libby Lane to form a T-intersection with SR 20. Ultimately, the intersection would consist of 4- legs. The southerly leg would be constructed as development occurs to the south of SR 20. Along SR 20 the project proposes to construct an east bound left turn lane by paving the existing median area and a west bound left turn lane by widening to the north of the existing pavement.

The City's General Plan was approved on April 8, 2004 and includes a circulation element which proposed the construction of an at grade intersection at SR 20 and Western Parkway. It envisions Western Parkway eventually providing connectivity from Bogue Road at the City's southern fringe to Pease Road at the northerly City boundary.

The estimated construction cost for this project is $2,500,000. Some additional right of way will be required for the new connection. Right of way cost is $20,000. The project is funded entirely by local funds.

An Advisory Design Exception to address a non-standard profile grade along SR 20 near the proposed new connection was approved on November 20, 2008.

A public hearing was held on March 15, 2011. The Initial Study and Mitigated Negative Declaration was approved by the Yuba City City Council on June 7, 2011. The Department approved the Project Report on July 22, 2011. Concurrent with this agenda item the Mitigated Negative Declaration Report is being considered under Item 2.2c.(1).

A revised CAHA was approved for signatures by the Yuba City City Council on October 18, 2011, and will be executed by the Department after Commission approval of the new connection.

Attachments

Resolution S-750
Vicinity Map

CALIFORNIA TRANSPORTATION COMMISSION
Resolution Authorizing a New Public Road Connection
3-Sut-20 PM 13.1

Resolution S-750

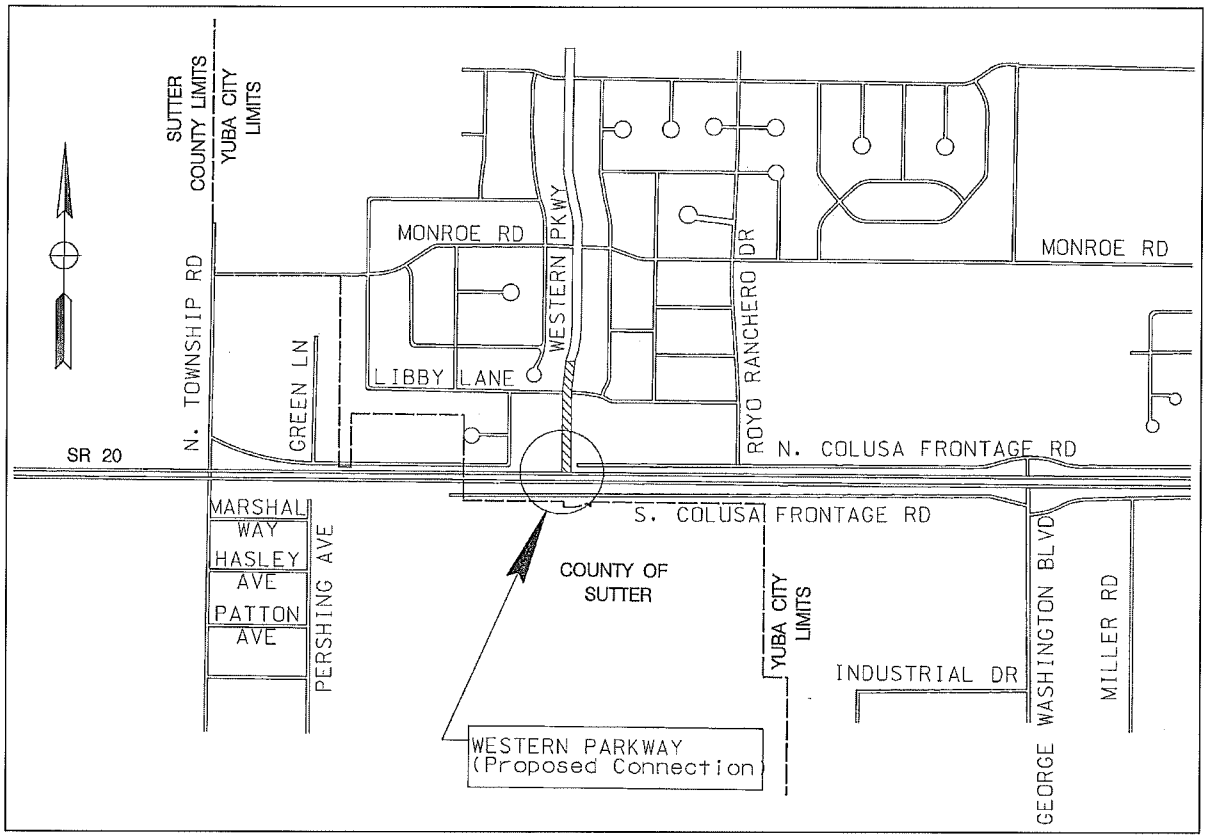
WHEREAS, the City of Yuba City has requested approval of a new public road connection on State Route 20 for Western Parkway; and

WHEREAS, the Initial Study and Mitigated Negative Declaration was approved on June 7, 2011, in compliance with the California Environmental Quality Act; and

WHEREAS, the project will have impacts on the environment that will be mitigated.

NOW, THEREFORE, BE IT RESOLVED by the California Transportation Commission that pursuant to the authority vested in it by law, this Commission does hereby authorize one new public road connection on State Route 20 at Western Parkway, PM 13.1, in the city of Yuba City.

Vicinity Map
03-SUT-20
PM 13.1
New Connection at Western Parkway



State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.3c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Terry Abbott
Chief Division of Design

Subject: **RELINQUISHMENT RESOLUTIONS**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve the relinquishment resolutions, summarized below, that will transfer highway facilities no longer needed for the State Highway System to the local agency identified in the summary.

ISSUE:

It has been determined that each facility in the specific relinquishment resolutions summarized below is not essential to the proper functioning of the State Highway System and may be disposed of by relinquishment. Upon the recording of the approved relinquishment resolutions in the county where the facilities are located, all rights, title and interest of the State in and to the facilities to be relinquished will be transferred to the local agencies identified in the summary. The facilities are safe and drivable. The local authorities have been advised of the pending relinquishments a minimum of 90 days prior to the Commission meeting pursuant to Section 73 of the Streets and Highways Code. Any exceptions or unusual circumstances are described in the individual summaries.

RESOLUTIONS:

Resolution R-3814 – 04-SCl-82-PM 0.0/9.9
(Request No. 56094) – 4 Segments

Relinquishes right of way in the city of San Jose on Route 82 from Route 880 to Route 101 (near Blossom Hill Road), under terms and conditions determined to be in the best interest of the State, as stated in the relinquishment agreement scheduled to be approved by the City at their November 29, 2011 Council Meeting. Authorized by Chapter 448, Statutes of 2010, which amended Section 382 of the Streets and Highways Code.

Resolution R-3815 – 04-SCl-130-PM 0.0/2.3
(Request No. 56095) – 2 Segments

Relinquishes right of way in the city of San Jose on Route 130 from Route 101 to Millar Avenue, under terms and conditions determined to be in the best interest of the State, as stated in the relinquishment agreement scheduled to be approved by the City at their November 29, 2011 Council Meeting. Authorized by Chapter 448, Statutes of 2010, which amended Section 430 of the Streets and Highways Code.

Resolution R-3816 – 04-CC-580-PM R2.9
(Request No. 56099) – 1 Segment

Relinquishes right of way in the city of Richmond along Route 580 on Marina Bay Parkway, consisting of collateral facilities. The City, by freeway agreement dated February 10, 1986, and by letter dated September 15, 2011, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3817 – 07-LA-39-PM 13.1/13.2
(Request No. 1196C) – 1 Segment

Relinquishes right of way in the city of Azusa on Route 39 from Arrow Highway to 330 feet north thereof, under terms and conditions as stated in the relinquishment agreement dated November 7, 2011, determined to be in the best interest of the State. Authorized by Chapter 264, Statutes of 1996, which amended Section 339 of the Streets and Highways Code.

Resolution R-3818 – 10-Mer-99-PM 23.81/26.47
(Request No. 16411) – 4 Segments

Relinquishes right of way in the county of Merced along Route 99 from the Atwater city limits to 0.3 mile northwesterly of Cressy Way, consisting of collateral facilities. The County, by freeway agreement dated December 17, 2002 agreed to accept title upon relinquishment by the State. The 90-day notice period expired October 30, 2011, without exception.

Resolution R-3819– 10-Mer-99-PM 23.81
(Request No. 16412) – 1 Segment

Relinquishes right of way in the city of Atwater along Route 99 on Olive Avenue from the westerly city limits to 0.05 mile easterly thereof, consisting of collateral facilities. The City, by freeway agreement dated January 17, 1955 agreed to accept title upon relinquishment by the State. The 90-day notice period expired October 30, 2011, without exception.

Resolution R-3820 – 10-SJ-99-PM 22.9
(Request No. 16496) – 1 Segment

Relinquishes right of way in the city of Stockton along Route 99 on Hammer Lane between Moreland Streets and Maranatha Drive, consisting of collateral facilities. The City, by Resolution No. 11-0290, dated October 18, 2011, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3821 – 10-Sta-219-PM 0.24/1.85
(Request No. 16340) – 6 Segments

Relinquishes right of way in the county of Stanislaus along Route 219 from Kiernan Court to Dale Road, consisting of collateral facilities. The County, by Board of Supervisors Action No. 2011-532, dated September 13, 2011, waived the 90-day notice requirement and agreed to accept title upon relinquishment by the State.

Resolution R-3822 – 11-Imp-78-PM 15.0/15.7, 11-Imp-111-PM 20.5/22.2
(Request No. R31125-A, R31125-B) – 7 Segments

Relinquishes right of way in the county of Imperial along Route78 between Route 111 and the realigned 111, and along Route 111 between Mead Road and Route 78, consisting of superseded highway right of way and collateral facilities. The County, by controlled access highway agreement dated May 6, 2003, agreed to accept title upon relinquishment by the State. The 90-day notice period expired October 16, 2011, without exception.

Resolution R-3823 – 11-Imp-78-PM 15.0, 11-Imp-111-PM 20.0/22.2
(Request No. R31126) – 5 Segments

Relinquishes right of way in the city of Brawley along Route78 at Best Road and along Route 111 from the south Brawley city limits to Route 78, consisting of superseded highway right of way and collateral facilities. The County of Imperial, by controlled access highway agreement dated May 6, 2003, agreed to accept title upon relinquishment by the State to roads which on that date were within an unincorporated area of the county and have since been annexed by the City of Brawley. The City, by controlled access highway agreement dated May 20, 2003, agreed to accept title upon relinquishment by the State. The 90-day notice period expired October 16, 2011, without exception.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No: 2.4b.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Brent L. Green
Chief
Division of Right of Way and Land Surveys

Subject: **RESOLUTIONS OF NECESSITY**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) adopt Resolutions of Necessity (Resolution) C-20658 through Resolution C-20687 summarized on the following pages.

ISSUE:

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

Moreover, for each of the proposed Resolutions, the property owners are not contesting the following findings contained in Section 1245.230 of the Code of Civil Procedure:

1. The public interest and necessity require the proposed project.
2. The proposed project is planned and located in a manner that will be most compatible with the greatest public good and the least private injury.
3. This property is necessary for the proposed project.
4. An offer to purchase the property in compliance with Government Code Section 7267.2 has been made to the owner of record.

The only remaining issues with the property owners are related to compensation.

BACKGROUND:

Discussions have taken place with the owners, each of whom have been offered the full amount of the Department's appraisal and, where applicable, advised of any relocation assistance benefits to which the owners may subsequently be entitled. Adoption of the Resolutions will not interrupt our efforts to secure equitable settlement. In accordance with statutory requirements, each owner has been advised that the Department is requesting the Resolution at this time. Adoption will assist the Department in the continuation of the orderly sequence of events required to meet construction schedules.

C-20658 - Paul M. Costa, Co-Trustee, etc., et al.
05-Mon-101-PM 100.52 - Parcel 11333-1, 2 - EA 315809.
Right of Way Certification (RWC) Date: 04/02/12; Ready to List (RTL) Date: 04/02/12. Expressway - partial conversion of expressway to freeway and construct new interchange at San Juan Road. Authorizes condemnation of land in fee for a State highway and a temporary easement for construction purposes. Located in the city of Aromas at 187 Dunbarton Road. Assessor's Parcel Number (APN) 141-012-021.

C-20659 - Edge No. 1, Limited Partnership & Brahan Company, et al.
05-SB-101-PM 83.5 - Parcel 11381-1 - EA 463809.
RWC Date: 03/15/12; RTL Date: 04/13/12. Conventional highway - construct interchange. Authorizes condemnation of land in fee for a State highway. Located near the city of Santa Maria near Santa Barbara County. APNs 107-240-032,-035.

C-20660 - CBS Outdoor (Lessee)
05-Mon-101-PM 101.8 - Parcel 11293-A - EA 315809.
RWC Date: 04/02/12; RTL Date: 04/02/12. Expressway - partial conversion of expressway to freeway and construct new interchange at San Juan Road. Authorizes condemnation of leasehold interest of outdoor advertising company. Located in the city of Aromas at 3720 North Highway 101. APN 141-014-006.

C-20661 - Knute Bernard Welsh
05-SLO-1-PM 65.3 - Parcel 11402-1, 2, 3, 4 - EA 492809.
RWC Date: 08/08/13; RTL: 10/03/13. Conventional highway - realign roadway. Authorizes condemnation of land in fee for a State highway, temporary easements for construction purposes, and a permanent easement for drainage purposes. Located near the unincorporated area of San Simeon at 16485 Cabrillo Highway. APN 011-231-017.

C-20662 - Thomas O. Rickard
05-SLO-166-PM R40.05 - Parcel 11412-1 - EA 0R3009.
RWC Date: 03/01/12; RTL Date: 04/15/12. Conventional highway - realign roadway and construct a new bridge crossing. Authorizes condemnation of land in fee for a State highway and extinguishment of abutter's rights of access. Located near the unincorporated area of San Luis Obispo County/Cuyama near Highway 166, Gifford Creek, one mile east of Cuyama River Bridge. APN 094-381-009.

C-20663 - Stan Brown, et al.
06-Kin-198-PM 16.9 - Parcel 86472-1, 2 - EA 487509.
RWC Date: 08/15/12; RTL Date: 09/15/12. Freeway - reconstruct 12th Avenue Interchange. Authorizes condemnation of land in fee for a State highway and a temporary easement for construction purposes. Located in the city of Hanford at the southeast corner of 12th and West Hayden Avenues. APN 018-650-084.

C-20664 - Lieb Family Trust, et al.
06-Kin-198-PM 16.9 - Parcel 86473-1, 2 - EA 487509.
RWC Date: 08/15/12; RTL Date: 09/15/12. Freeway - reconstruct 12th Avenue Interchange. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and a permanent easement for utility purposes to be conveyed to Southern California Edison Company. Located in the city of Hanford at the northeast corner of State Route (SR) 198 and 12th Avenue. APN 018-650-008/009.

C-20665 - Cashera Plaza LLC, a California Limited Liability Company
06-Kin-198-PM 16.9 - Parcel 86476-1 - EA 487509.
RWC Date: 08/15/12; RTL Date: 09/15/12. Freeway - reconstruct 12th Avenue Interchange. Authorizes condemnation of land in fee for a State highway. Located in the city of Hanford at the northwest corner of 12th Avenue and Glendale Avenue. APN 018-890-010.

C-20666 - Hanford Petro, LLC, a California Limited Liability Company, et al.
06-Kin-198-PM 16.9 - Parcel 86477-1 - EA 487509.
RWC Date: 08/15/12; RTL Date: 09/15/12. Freeway - reconstruct 12th Avenue Interchange. Authorizes condemnation of land in fee for a State highway and extinguishment of abutter's rights of access. Located in the city of Hanford at 1767 Glendale Avenue. APN 018-890-009.

C-20667 - Wal-Mart Real Estate Business Trust, a Delaware Statutory Trust
06-Kin-198-PM 16.9 - Parcel 86514-1 - EA 487509.
RWC Date: 08/15/12; RTL Date: 09/15/12. Freeway - reconstruct 12th Avenue Interchange. Authorizes condemnation of land in fee for a State highway. Located in the city of Hanford at the northwest corner of 12th Avenue and the Railroad. APN 018-900-007.

C-20668 - Stan Brown, et al.
06-Kin-198-PM 16.9 - Parcel 86516-1, 2 - EA 487509.
RWC Date: 08/15/12; RTL Date: 09/158/12. Freeway - reconstruct 12th Avenue Interchange. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and a permanent easement for utility purposes to be conveyed to Southern California Edison. Located in the city of Hanford at the northeast corner of 12th and West Hayden Avenues. APN 018-650-091.

C-20669 - Borba Farms, Inc., a Corporation
06-Mad-99-PM 0.3/0.5 - Parcel 86452-1, 2, 3 - EA 442629.
RWC Date: 03/01/12; RTL Date: 03/01/12. Freeway - widen four-lane to six-lane. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for construction purposes, and a permanent easement for utility purposes to be conveyed to AT & T. Located in the unincorporated area of Madera near the San Joaquin River and SR 99. APN 048-270-003.

C-20670 - Sunsweet Dryers, a Corporation
06-Mad-99-PM 7.50 - Parcel 86527-1 - EA 471009.
RWC Date: 05/01/12; RTL Date: 05/01/12. Freeway - modify interchange. Authorizes condemnation of land in fee for a State highway. Located in the city of Madera at Avenue 12 and Road 29. APN 047-101-001.

C-20671 - Thelma Irene Gragnani, Trustee, et al.
06-Mad-99-PM 7.51 - Parcel 86541-1, 2, 3, 4, 5 - EA 471009.
RWC Date: 05/01/12; RTL Date: 05/01/12. Freeway - modify interchange. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, permanent easements for irrigation and utility purposes to be conveyed to Madera Irrigation District and Pacific Gas and Electric. Located in the city of Madera at 28462 Borden Street. APN 047-050-021.

C-20672 - Aurelio Valdez, et al.
07-LA-5-PM 3.75 - Parcel 77622-1, 2, 01-01 - EA 215939.
RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen Interstate 5 (I-5) to add high occupancy vehicle (HOV) and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a permanent easement for footing purposes, and land in fee which is a remnant and would be of little market value. Located in the city of Norwalk at 12495 Sproul Street. APN 8056-001-017.

C-20673 - Jose E. Bueno, et ux.
07-LA-5-PM 4.0 - Parcel 77636-1, 2, 3, 01-01 - EA 215949.
RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for construction purposes, a permanent easement for footing purposes, and land in fee which is a remnant and would be of little market value. Located in the city of Norwalk at 13403 Esmond Avenue. APN 8056-003-009.

C-20674 - Juan Pablo Ortega, et ux.
07-LA-5-PM 4.0 - Parcel 77637-1, 2, 3, 01-01 - EA 215949.
RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for construction purposes, a permanent easement for footing purposes, and land in fee which is a remnant and would be of little market value. Located in the city of Norwalk at 13404 Esmond Avenue. APN 8056-003-010.

C-20675 - Alvaro Barajas, et ux.
07-LA-5-PM 5.2 - Parcel 77649-1, 2, 01-01 - EA 215949.
RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for construction purposes, and land in fee which is a remnant and would be of little market value. Located in the city of Norwalk at 12009 Dollison Drive. APN 8023-016-013.

C-20676 - Eduardo A. Hernandez, Trustee, etc., et al.
07-LA-5-PM 4.6 - Parcel 78991-1, 2, 3, 01-01 - EA 215949.
RWC Date: 03/01/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for construction purposes, a permanent easement for footing purposes, and land in fee which is a remnant and would be of little market value. Located in the city of Norwalk at 12804 Zeus Avenue. APN 8048-017-008.

C-20677 - The heirs and devisees of Carol Lane Pavich
07-LA-5-PM 5.8 - Parcel 80034-1, 2, 3, 01-01 - EA 215949.
RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for construction purposes, a permanent easement for footing purposes, and land in fee which is a remnant and would be of little market value. Located in the city of Norwalk at 11476 Elizabeth Street. APN 8018-004-015.

C-20678 - Juan Jose Herrera, et ux.
07-LA-5-PM 5.8 - Parcel 80063-1, 2, 3, 01-01 - EA 215949.
RWC Date: 03/09/12; RTL Date: 03/23/12. Freeway - widen I-5 to add HOV and mixed-flow lanes. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a temporary easement for construction purposes, a permanent easement for footing purposes, and land in fee which is a remnant and would be of little market value. Located in the city of Norwalk at 11516 Dollison Drive. APN 8018-004-030.

C-20679 - Sears Development Co., a Delaware corporation
07-LA-10-PM 34.9 - Parcel 79814-1, 2 - EA 1170U9.
RWC Date: 04/06/12; RTL Date: 04/17/12. Freeway - construct HOV lanes and soundwalls. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, and a temporary easement for construction purposes. Located in the city of West Covina at 10 Fashion Plaza (Westfield Mall). APN 8474-003-081.

C-20680 - Sergio Ballesteros, et ux.
10-SJ-99-PM 17.7 - Parcel 16228-1, 2 - EA 3A1009.
RWC Date: 01/15/12; RTL Date: 03/30/12. Freeway - widen to six lanes. Authorizes condemnation of land in fee for a State highway. Located in the city of Stockton at 3408 Section Avenue. APN 173-080-15.

C-20681 - Stockton Unified School District of San Joaquin County, State of California, et al.
10-SJ-99-PM 18.2 - Parcel 16299-1, 2 - EA 3A1009.
RWC Date: 01/15/12; RTL Date: 03/30/12. Freeway - widen to six lanes. Authorizes condemnation of a temporary easement for construction purposes and a permanent easement for highway slopes for a state highway. Located in the city of Stockton at 3529 East Main Street. APN 173-080-15.

C-20682 - The Burlington Northern & Santa Fe Railroad Company, successor by merger to the Atchison, Topeka & Santa Fe Railroad, et al.
10-SJ-99-PM 17.5 - Parcel 16390-1, 2 - EA 3A1009.
RWC Date: 01/15/12; RTL Date: 03/30/12. Freeway - widen to six lanes. Authorizes condemnation of a temporary easement for reconstruction of existing bridge for a State highway. Located in the city of Stockton at 0.4 mile north of Arch Road to 0.1 mile south of SR 4 west/SR 99 north. APNs 173-140-29; 173-030-19.

C-20683 - Capistrano Enterprises, a Nevada limited partnership, et al.
12-Ora-5/74-PM 9.6/0.0 - Parcel 102494-1, 2, 3, 4 - EA 0E3109.
RWC Date: 05/15/12; RTL Date: 06/01/12. Freeway - reconstruct interchange at I-5 and SR 74. Authorizes condemnation of land in fee for a State highway, extinguishment of abutter's rights of access, a permanent easement for wall footing purposes, an easement for ingress, egress and pipeline purposes to be conveyed to the City of San Juan Capistrano, and a temporary easement for construction purposes. Located in the city of San Juan Capistrano at 27130B Paseo Espada, Suite. 501. APNs 666-131-12, -17.

C-20684 - Capistrano Inn, a Limited Partnership
12-Ora-5/74-PM 9.7/0.1 - Parcel 102497-1, 2, 3, 4, 5, 6, 7, 8 - EA 0E3109.
RWC Date: 05/15/12; RTL Date: 06/01/12. Freeway - reconstruct interchange at I-5 and SR 74. Authorizes condemnation of land in fee for a State highways, extinguishment of abutter's rights of access, temporary easements for construction purposes, permanent easements for ingress/egress, wall, wall footing purposes, and an easement for ingress, egress and pipeline purposes to be conveyed to the City of San Juan Capistrano. Located in the city of San Juan Capistrano at 27174 Ortega Highway. APNs 666-131-20, -21.

C-20685 - Manuel Oregal, et al. (Lessee)
10-SJ-99-PM 16.6 - Parcel 16135-1; Mobile Home Space #23 - EA 3A1009.
RWC Date: 01/15/12; RTL Date: 03/30/12. Freeway - widen to six lanes. Authorizes condemnation of Mobile Home, personal property only. Located in the city of Stockton at 3568 East Mariposa Road, Space #23. APN 179-550-02.

C-20686 - Maria Leon (Lessee)
10-SJ-99-PM 16.6 - Parcel 16135-1; Mobile Home Space #31 - EA 3A1009.
RWC Date: 01/15/12; RTL Date: 03/30/12. Freeway - widen to six-lanes. Authorizes condemnation of Mobile Home, personal property only. Located in the city of Stockton at 3568 East Mariposa Road, Space #31. APN 179-550-02.

C-20687 - Enrique Polanco and Griselda Ocegueda
04-SCl-152-PM 18.5 - Parcel 62000-1 - EA 2A4409.
RWC Date: April 16, 2011; RTL Date: May 01, 2012. Conventional highway - Safety project in Santa Clara County to improve sight distance, upgrade shoulders , and provide left turn channelization. Authorizes condemnation of land in fee for a State highway. Located near the city of Gilroy at 6560 Pacheco Pass Highway. APN 898-30-005.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.4d.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Brent L. Green
Chief
Division of Right of Way
and Land Surveys

Subject: **DIRECTOR'S DEEDS**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) authorize the execution of the Director's Deeds summarized below. The conveyance of excess State owned real property, including exchanges, is pursuant to Section 118 of the Streets and Highways Code.

The Director's Deeds included in this item involve an estimated current value of $1,953,400. The State will receive a return of $1,940,600 from the sale of these properties. A recapitulation of the items presented and corresponding maps are attached.

ISSUE:

01-02-Tri-299 PM 69.3	Lewiston
Disposal Unit #DD 008263-02-01	7.12 acres
Convey to: Jessica Chase	$64,700
	(Public Sale Estimate (PSE) $80,000)

Public Sale. Selling price was the highest of five bids received from the sealed bid sale held on September 30, 2011 and represents 81% of the PSE.

02-03-But-99 PM 4.0	Gridley
Disposal Unit #DD 022760-01-01	6.46 acres
#DD 022760-02-01	0.69 acre
#DD 022760-03-01	0.67 acre
Convey to: Michael and Kathy Chambers	$46,800 (Appraisal $46,800)

Direct Sale. Selling price represents the fair market value received from an adjoining owner. A sale to a party other than the adjoining owner could landlock the adjoining owner by depriving the adjoining owner a vested right of access.

03-04-Ala-238 PM 8.2x Hayward
Disposal Unit #DD 036222-01-01 0.225 acre
Convey to: Simo Zubonja and Simica Zubonja $235,000 (Appraisal $235,000)
Direct sale to a current eligible tenant per Joint Stipulation of Class Settlement and Class Settlement Agreement and Release dated December 17, 2010. Selling price represents the appraised value for the subject property. This proposed conveyance was presented to the Commission for conceptual approval at the August 2011 meeting.

~~**04**-04-Ala-238 PM 12.6 Hayward~~
~~Disposal Unit #DD 036225-01-01 0.36 acre~~
~~Convey to: Otho D. Vivian and Pamela S. Vivian $320,000 (Appraisal $320,000)~~
~~Direct sale to a current eligible tenant per Joint Stipulation of Class Settlement and Class Settlement Agreement and Release dated December 17, 2010. Selling price represents the appraised value for the subject property. This proposed conveyance was presented to the Commission for conceptual approval at the August 2011 meeting.~~

05-04-Ala-238 PM 12.6 Hayward
Disposal Unit #DD 036223-01-01 0.643 acre
Convey to: Rodney Hall and Ericka Hall $260,000 (Appraisal $260,000)
Direct sale to a current eligible tenant per Joint Stipulation of Class Settlement and Class Settlement Agreement and Release dated December 17, 2010. Selling price represents the appraised value for the subject property. This proposed conveyance was presented to the Commission for conceptual approval at the August 2011 meeting.

06-04-Ala-238 PM 12.6x Hayward
Disposal Unit #DD 036247-01-01 0.255 acre
Convey to: J. Kevin Aspell $200,000 (Appraisal $200,000)
Direct sale to a current eligible tenant per Joint Stipulation of Class Settlement and Class Settlement Agreement and Release dated December 17, 2010. Selling price represents the appraised value for the subject property. This proposed conveyance was presented to the Commission for conceptual approval at the August 2011 meeting.

07-04-Ala-238 PM 12.6x Hayward
Disposal Unit #DD 036248-01-01 0.262 acre
Convey to: Stephen Lindsay De Marco $200,000 (Appraisal $200,000)
Direct sale to a current eligible tenant per Joint Stipulation of Class Settlement and Class Settlement Agreement and Release dated December 17, 2010. Selling price represents the appraised value for the subject property. This proposed conveyance was presented to the Commission for conceptual approval at the August 2011 meeting.

08-04-Ala-238 PM 12.6x Hayward
Disposal Unit #DD 036249-01-01 0.24 acre
Convey to: Delbert Tapia and Barbara Tapia $200,000 (Appraisal $200,000)
Direct sale to a current eligible tenant per Joint Stipulation of Class Settlement and Class Settlement Agreement and Release dated December 17, 2010. Selling price represents the appraised value for the subject property. This proposed conveyance was presented to the Commission for conceptual approval at the August 2011 meeting.

09-04-Ala-238 PM 12.6x — Hayward
Disposal Unit #DD 036264-01-01 — 0.215 acre
Convey to: Daniel V. Hawley and Lory Hawley — $190,000 (Appraisal $190,000)
Direct sale to a current eligible tenant per Joint Stipulation of Class Settlement and Class Settlement Agreement and Release dated December 17, 2010. Selling price represents the appraised value for the subject property. This proposed conveyance was presented to the Commission for conceptual approval at the August 2011 meeting.

10-04-Ala-238 PM 12.6x — Hayward
Disposal Unit #DD 036265-01-01 — 0.223 acre
Convey to: Justin Palmer and Tiffany Palmer — $215,000 (Appraisal $215,000)
Direct sale to a current eligible tenant per Joint Stipulation of Class Settlement and Class Settlement Agreement and Release dated December 17, 2010. Selling price represents the appraised value for the subject property. This proposed conveyance was presented to the Commission for conceptual approval at the August 2011 meeting.

11-04-Ala-238 PM 12.6x — Hayward
Disposal Unit #DD 036272-01-01 — 0.154 acre
Convey to: John R. Sperling — $205,000 (Appraisal $205,000)
Direct sale to a current eligible tenant per Joint Stipulation of Class Settlement and Class Settlement Agreement and Release dated December 17, 2010. Selling price represents the appraised value for the subject property. This proposed conveyance was presented to the Commission for conceptual approval at the August 2011 meeting.

12-04-Ala-580 PM 22.6 — Alameda County
Disposal Unit #DD 044622-01-01 — 0.523 acre
Convey to: Maktab Tarighat Oveyssi Shahmagjsoudi — $2,500 (Appraisal nominal)
Direct Sale. Selling price represents the fair market value received from the only adjoining owner.

13-04-SCl-85 PM 3.4 — San Jose
Disposal Unit #DD 032564-07-01 — 0.41 acre
Convey to: Santa Clara Valley Transportation Authority — $0 (Appraisal n/a)
Direct conveyance for no monetary consideration. Conveyance is pursuant to Section 18 of the March 26, 1982 Joint Powers Agreement for the Guadalupe Corridor Project and Cooperative Agreement #4-1667-RW.

14-04-SCl-85 PM 3.4 — San Jose
Disposal Unit #DD 032564-08-01 — 0.677 acre
Convey to: Santa Clara Valley Transportation Authority — $0 (Appraisal n/a)
Direct conveyance for no monetary consideration. Conveyance is pursuant to Section 18 of the March 26, 1982 Joint Powers Agreement for the Guadalupe Corridor Project and Cooperative Agreement #4-1667-RW.

15-05-SCr-129 PM 0.06 Watsonville
Disposal Unit #DD 032272-01-02 0.208 acre
Convey to: Ramiro Romo and Stella Romo $104,500 (Appraisal $104,500)
Direct Sale. Selling price represents the appraised value received from the only adjoining owner. Subject parcel is incapable of independent development.

16-07-LA-105 PM 3.9 Hawthorne
Disposal Unit #DD 070890-01-01 0.14 acre
Convey to: City of Hawthorne $3,100 (Appraisal $3,100)
Direct Sale. Selling price represents the appraised value received from a public agency. Subject parcel is encumbered with four drainage easements and is incapable of independent development.

17-08-SBd-210 PM 16.6 Rialto
Disposal Unit #DK 015468-01-01 0.070 acre
#DK 015469-02-01 0.137 acre
Convey to: Southern California Edison $14,000 (Appraisal $14,000)
Direct Sale via exchange. Selling price represents the appraised value received from a public utility. Subject parcels are partial compensation for parcel 15468-1.

Attachments

SUMMARY OF DIRECTOR'S DEEDS - 2.4d.
PRESENTED TO CALIFORNIA TRANSPORTATION COMMISSION - December 14-15, 2011

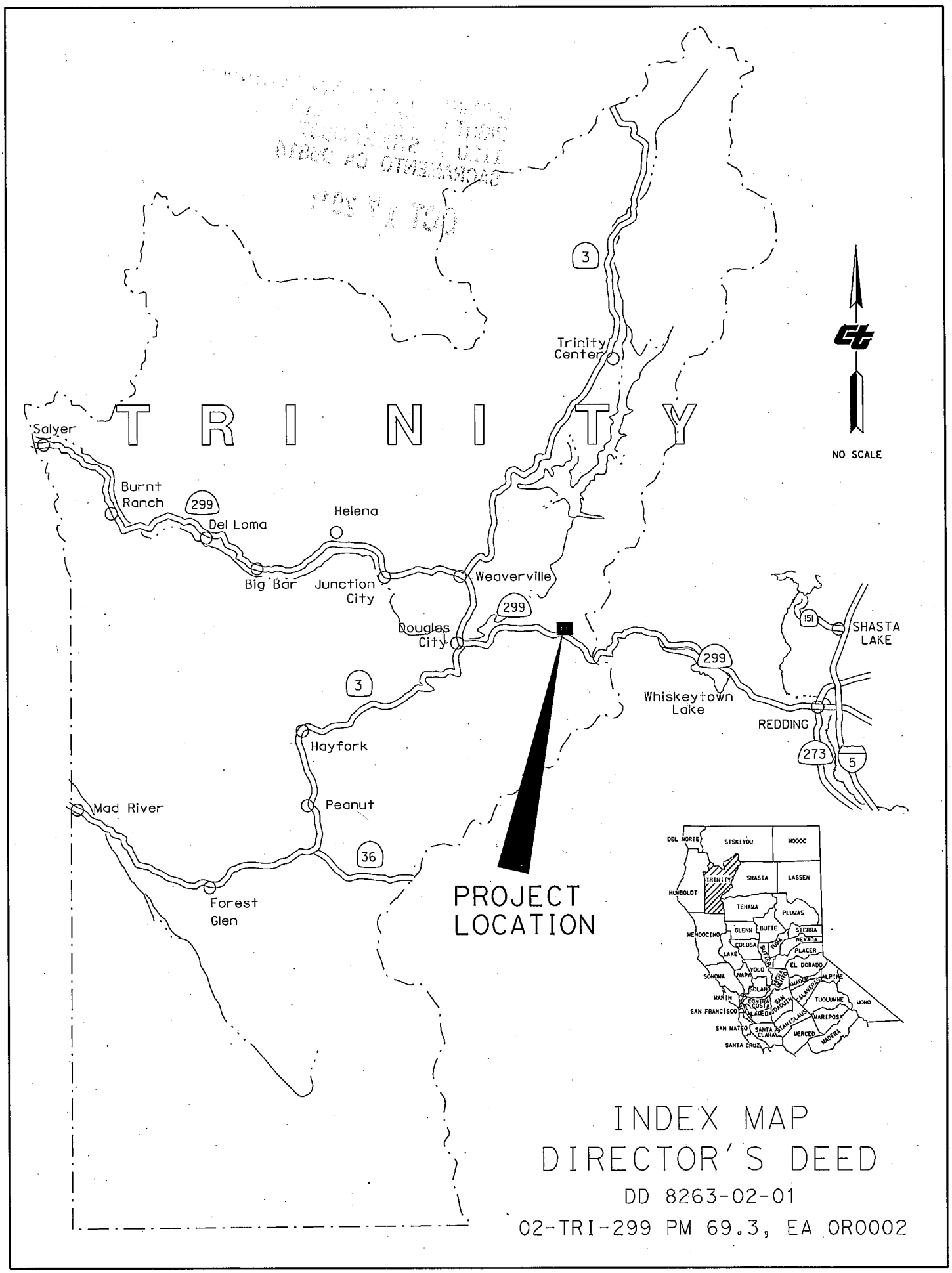
Table I - Volume by Districts

District	Direct Sales	Public Sales	Non-Inventory Conveyances	Other Funded Sales	Total Items	Current Estimated Value	Return From Sales	Recovery % % Return From Sales Current Value
01	0	0			0	$0.00	$0.00	
02	0	1			1	$80,000.00	$64,700.00	81%
03	1	0			1	$46,800.00	$46,800.00	100%
04	11	0			11	$1,705,000.00	$1,707,500.00	100%
05	1	0			1	$104,500.00	$104,500.00	100%
06	0	0			0	$0.00	$0.00	
07	1	0			1	$3,100.00	$3,100.00	100%
08	1	0			1	$14,000.00	$14,000.00	100%
09	0	0			0	$0.00	$0.00	
10	0	0			0	$0.00	$0.00	
11	0	0			0	$0.00	$0.00	
12	0	0			0	$0.00	$0.00	
Total	**15**	**1**			**16**	**$1,953,400.00**	**$1,940,600.00**	99%

Table II - Analysis by Type of Sale

Type of Sale	# of Items	Current Estimated Value	Return From Sales	Recovery % % Return From Sales Current Value
Direct Sales	15	$1,873,400.00	$1,875,900.00	100%
Public Sales	1	$80,000.00	$64,700.00	81%
Non-Inventory Conveyances	0			
Sub-Total	16	**$1,953,400.00**	**$1,940,600.00**	99%
Other Funded Sales	0			
Total	**16**	**$1,953,400.00**	**$1,940,600.00**	**99%**

Attachment A

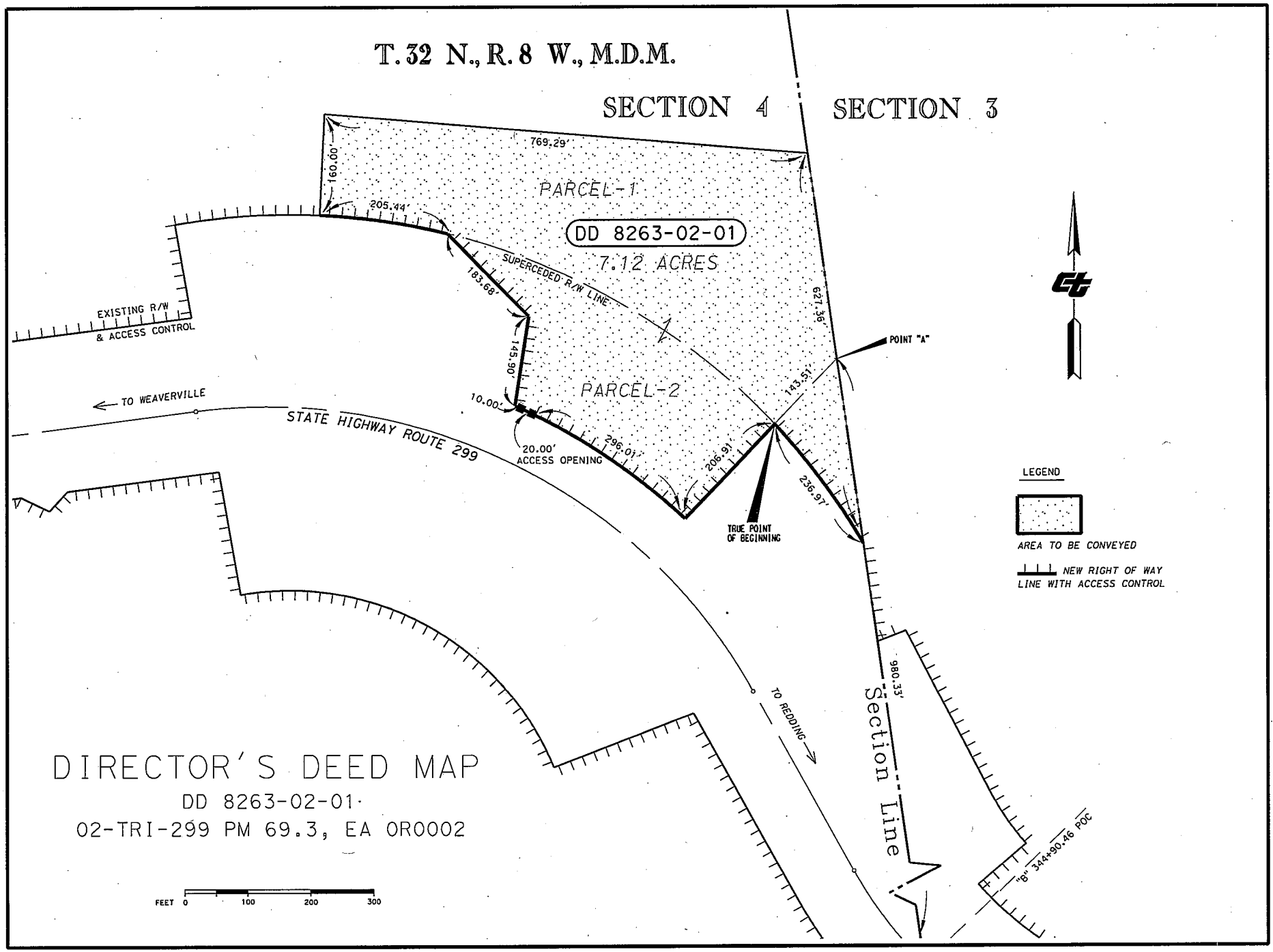


INDEX MAP
DIRECTOR'S DEED

DD 8263-02-01

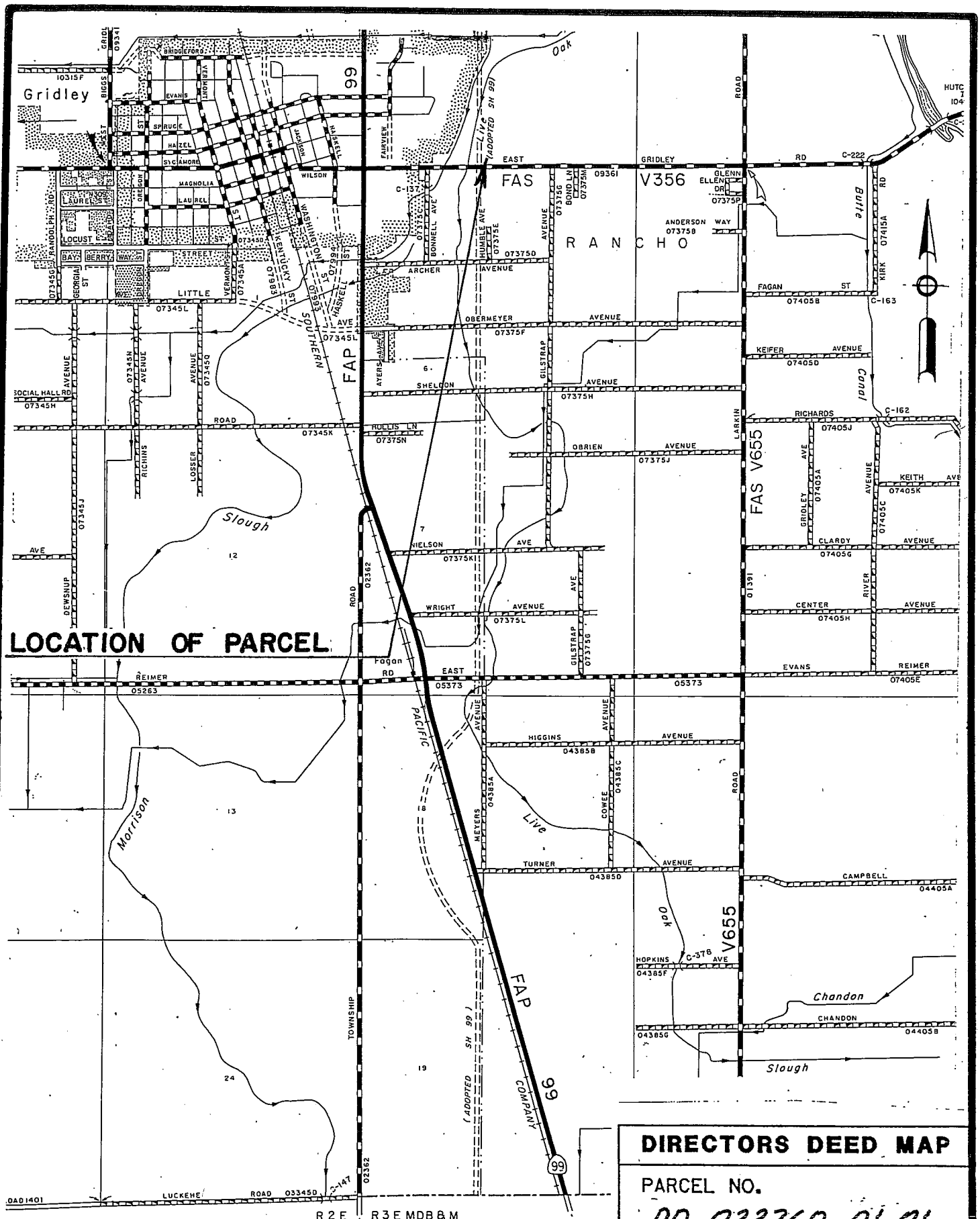
02-TRI-299 PM 69.3, EA 0R0002

Attaachment 1A



Attachment 1B

Attachment 1B



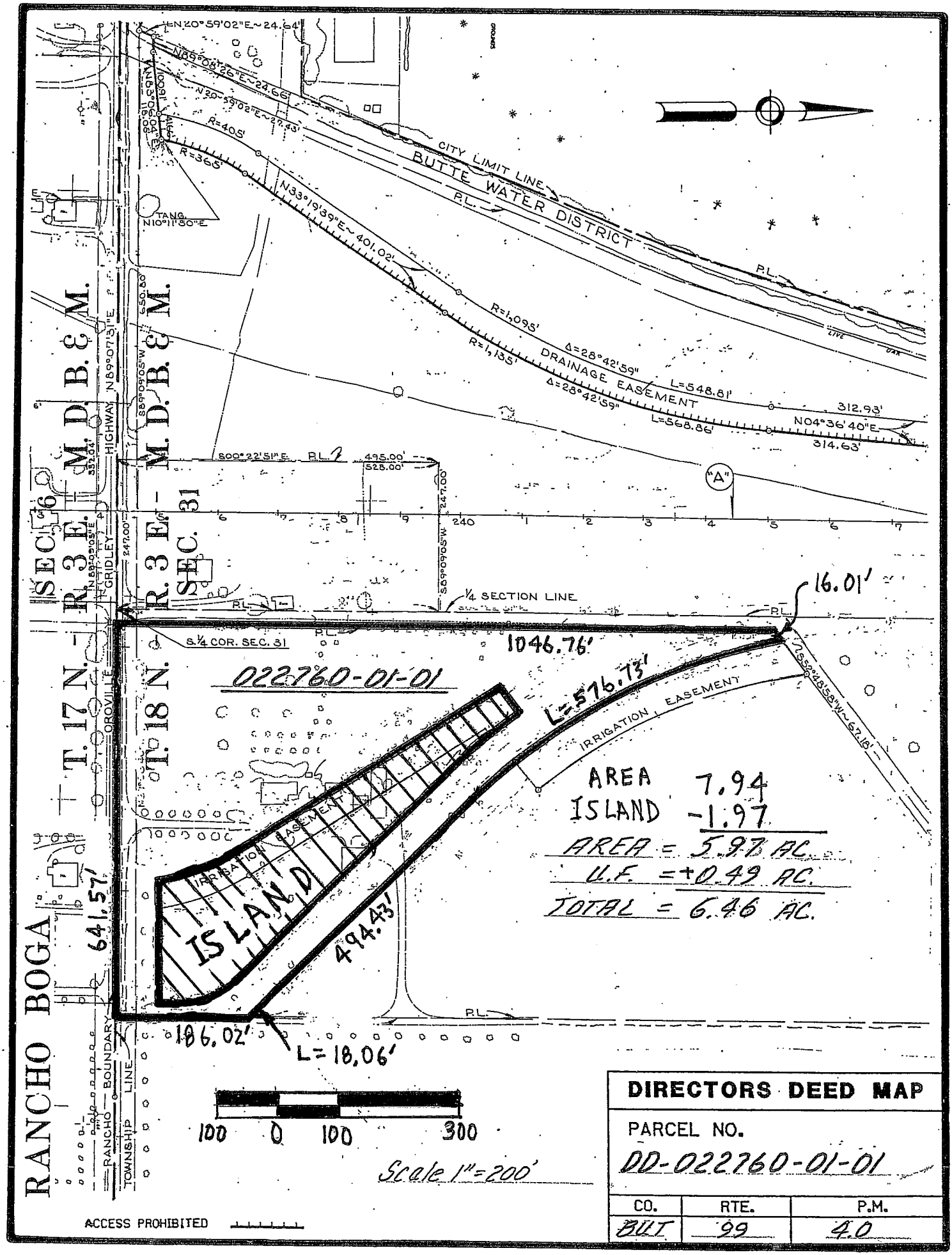
LOCATION MAP

DIRECTORS DEED MAP

PARCEL NO.
DD-022760-01-01

CO.	RTE.	P.M.
BUT	99	4.0

Attachment 2A



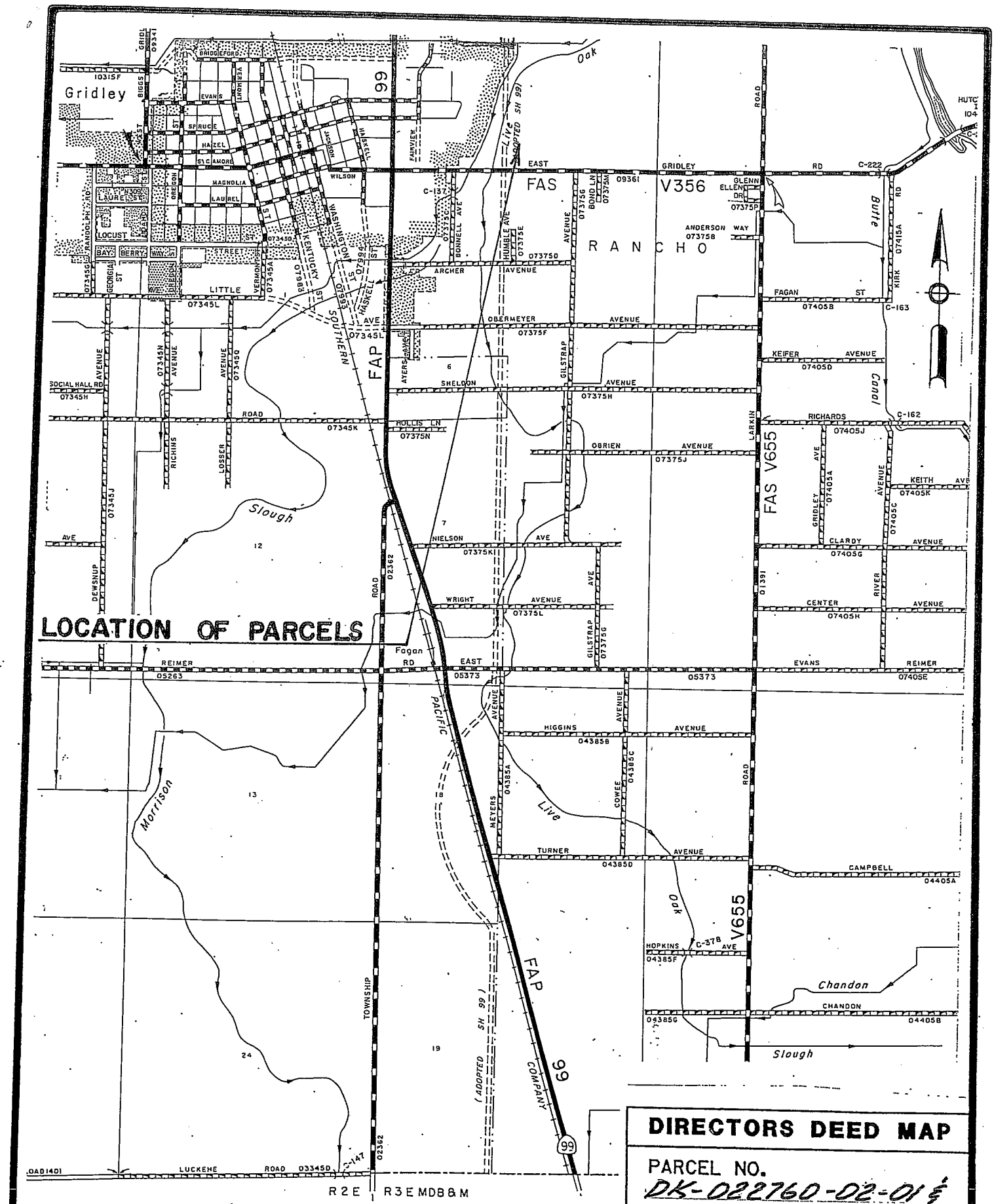
DIRECTORS DEED MAP

PARCEL NO.

DD-022760-01-01

CO.	RTE.	P.M.
BUT	99	4.0

Attachment 2B



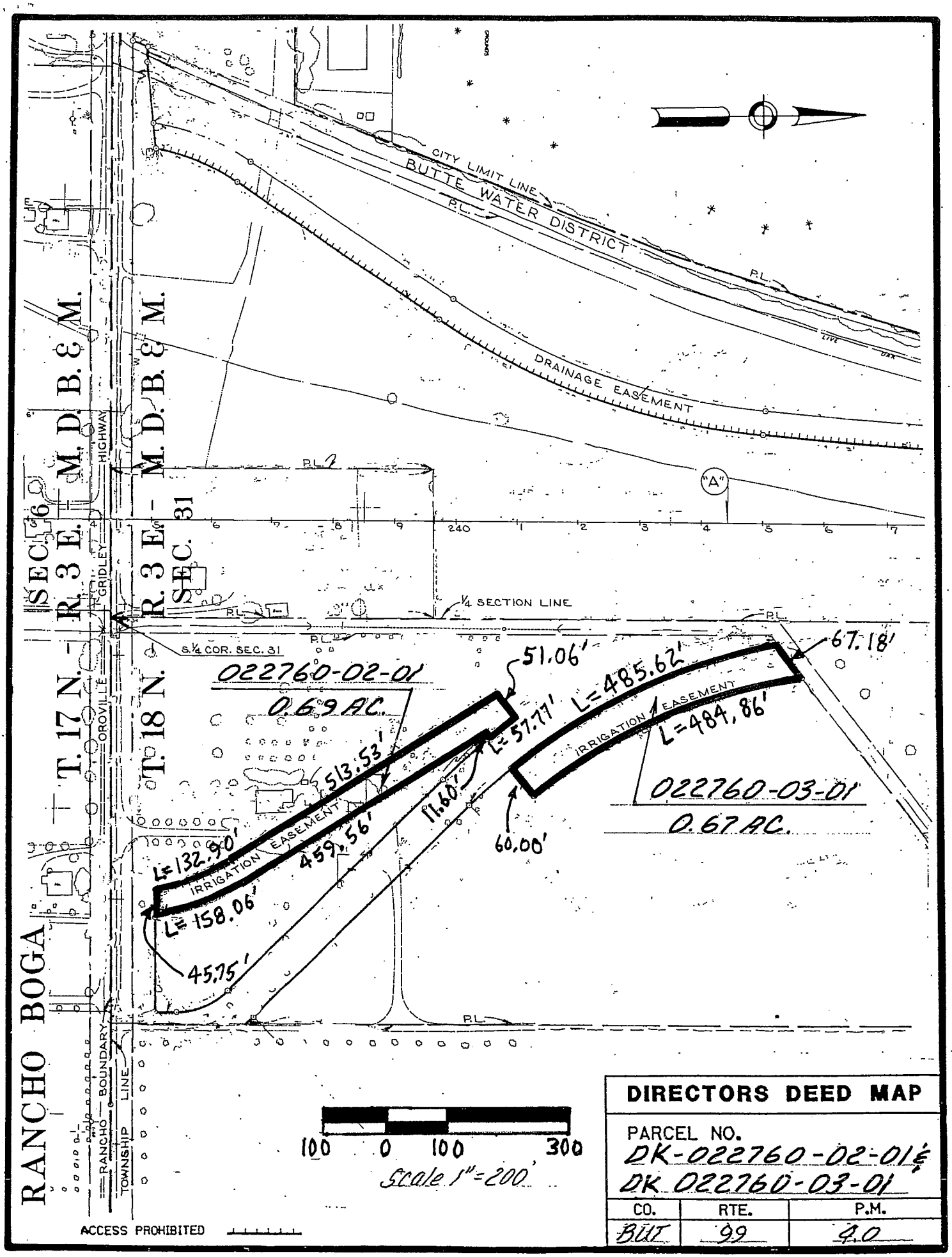
LOCATION MAP

DIRECTORS DEED MAP

PARCEL NO.
DK-022760-02-01 &
DK-022760-03-01

CO.	RTE.	P.M.
BUT	99	4.0

Attachment 2C



DIRECTORS DEED MAP

PARCEL NO.
DK-022760-02-01 &
DK 022760-03-01

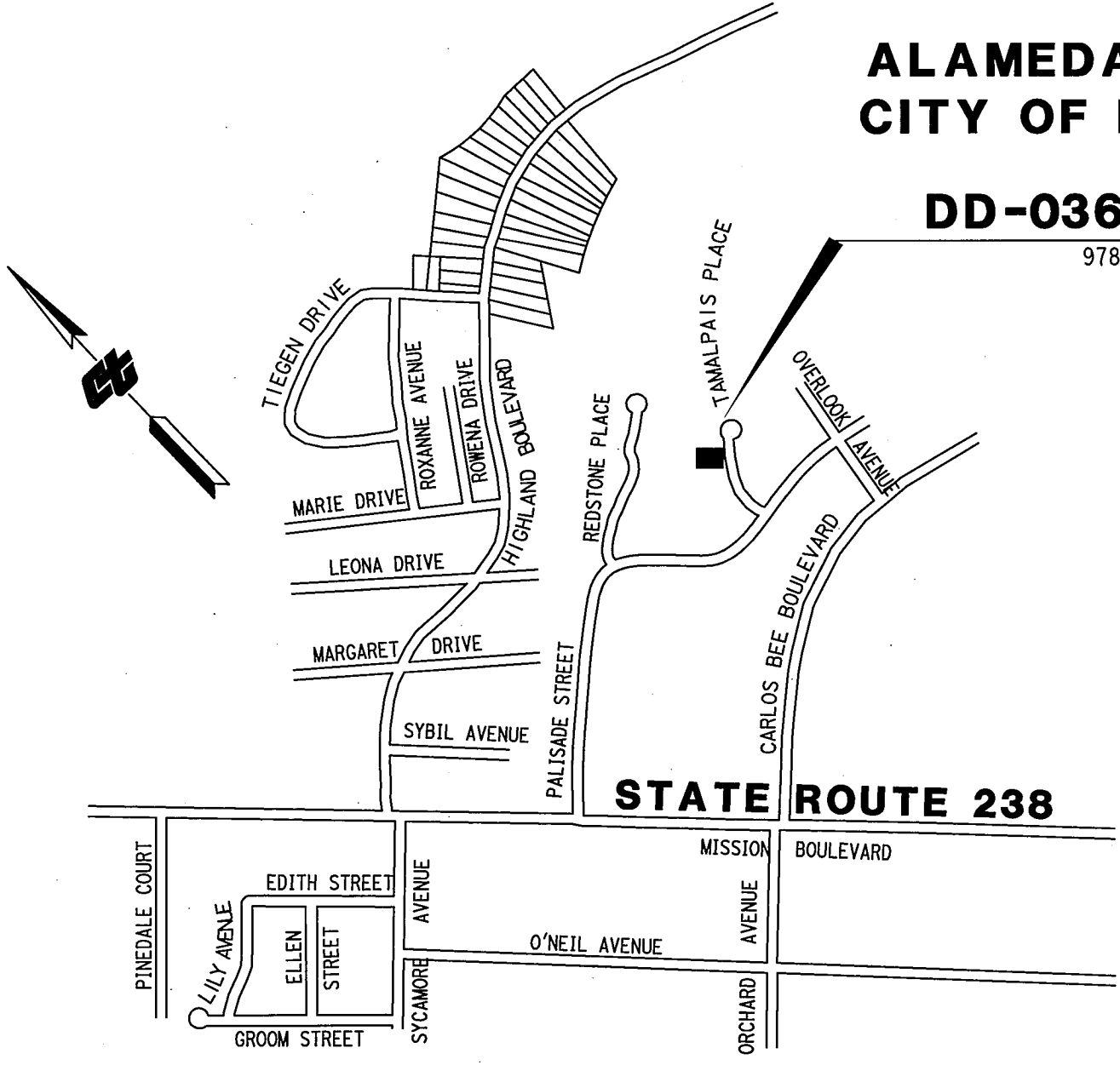
CO.	RTE.	P.M.
BUT	99	4.0

Attachment 2D

ALAMEDA COUNTY
CITY OF HAYWARD

DD-036222-01-01

9780 SQ. FT.



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036222-01-01

DRAWN BY: CH		DATE: 5/24/11	
CHECK BY: WDN		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	8.2X	1 OF 2

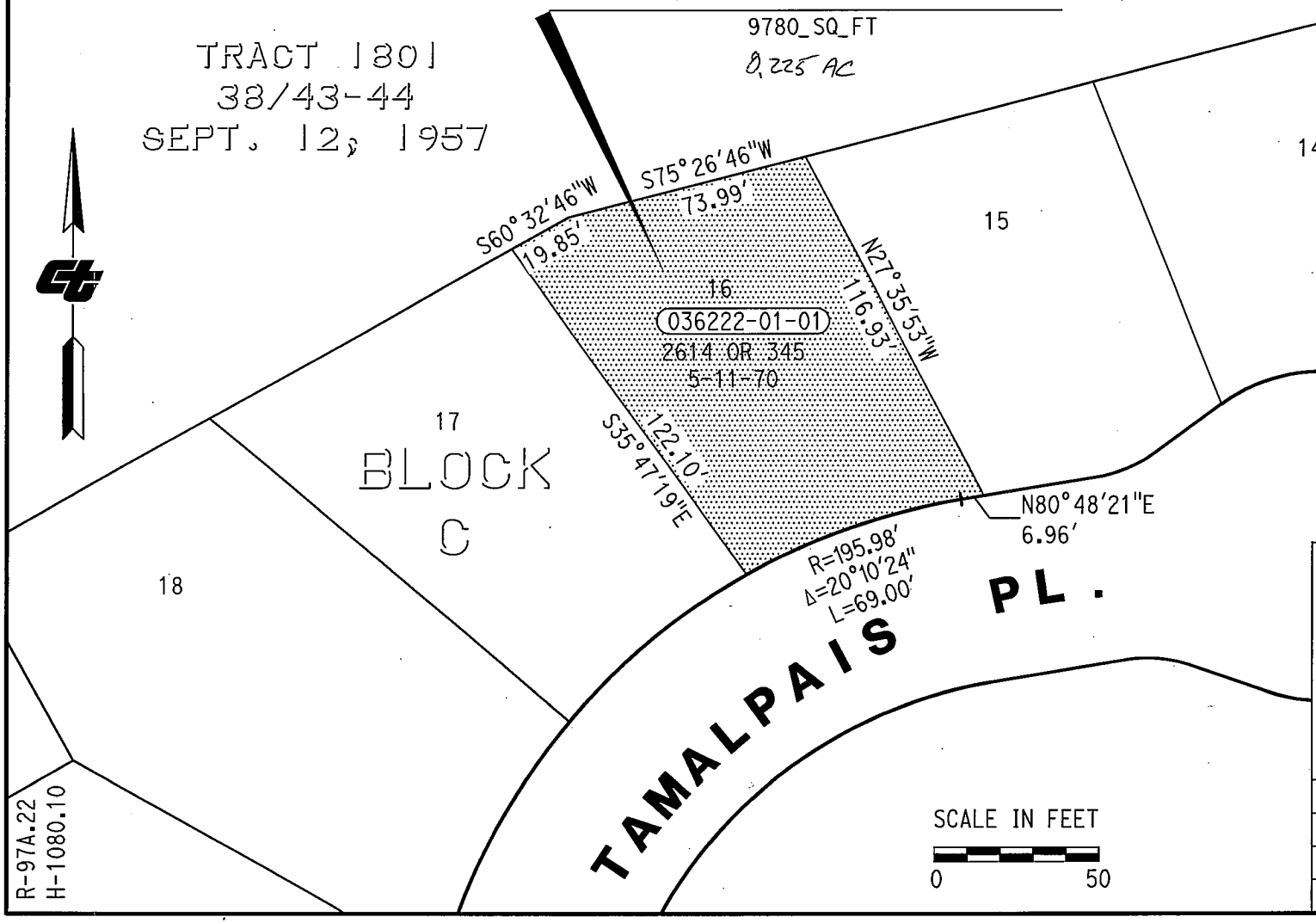
R-97A.22

Attachment 3A

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD

DD-036222-01-01



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

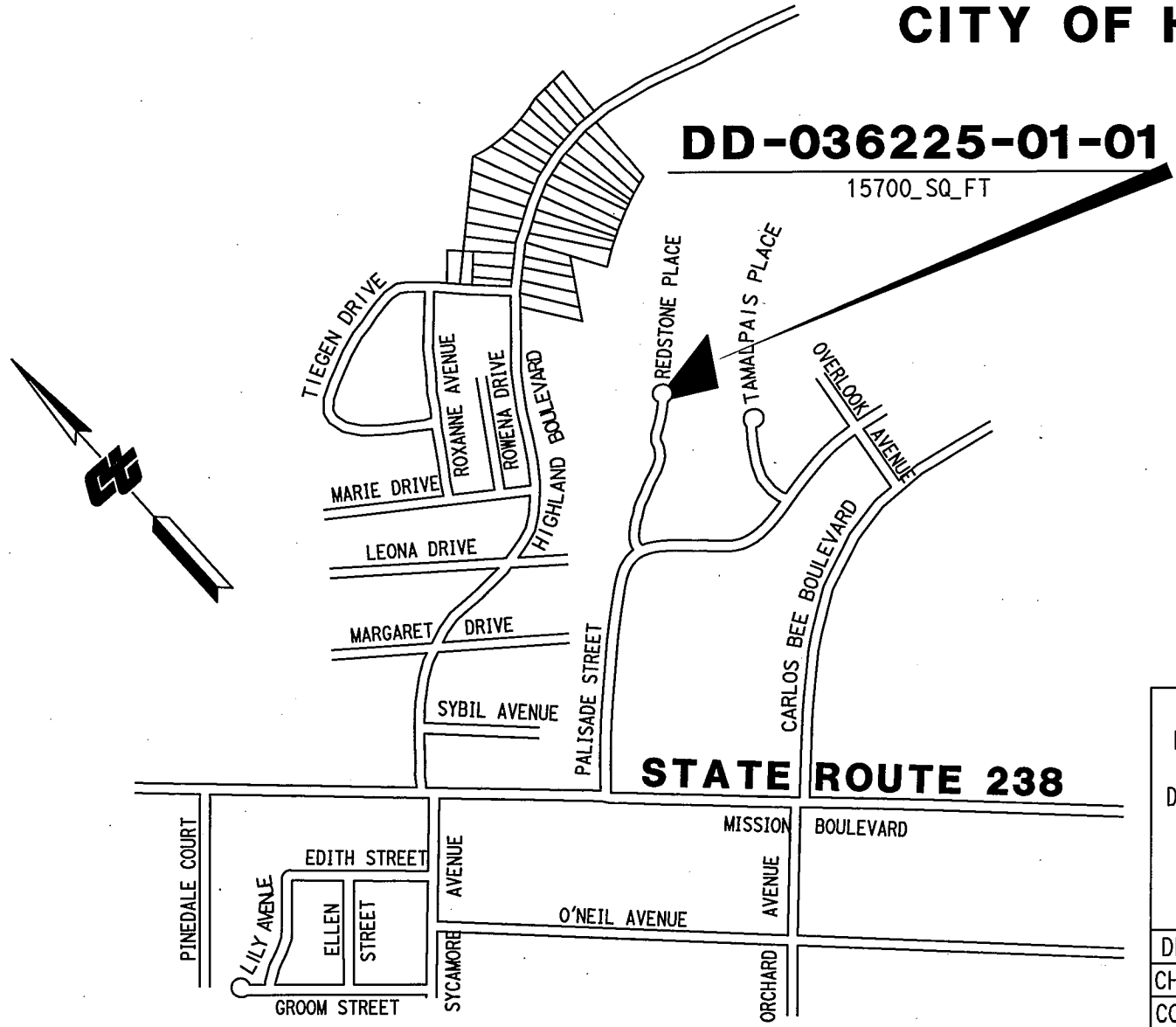
DIRECTOR'S DEED
DD-036222-01-01

DRAWN BY: CH		DATE: 5/24/11	
CHECK BY: WDN		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	8.2X	2 OF 2

R-97A.22
H-1080.10

Attachment 3B

ALAMEDA COUNTY
CITY OF HAYWARD



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036225-01-01

DRAWN BY: CH		DATE: 9/27/11	
CHECK BY: WDN		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6	1 OF 2

R-97A.00

Attachment 4A

Attachment 4A

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD

DD-036225-01-01

15700_SQ_FT

0.36 ac.

PLACE

REDSTONE

L=45'+/-

199'+/-

147'+/-

170'+/-

2464 OR 470
8-22-69

12

13

036225-01-01

14

15

TRACT 1957
41/67
DEC. 30, 1959

BLOCK B

SCALE IN FEET

0 50

R-97A.22
H-1080.10

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036225-01-01

DRAWN BY: CH		DATE: 9/27/11	
CHECK BY: WDN		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6	2 OF 2

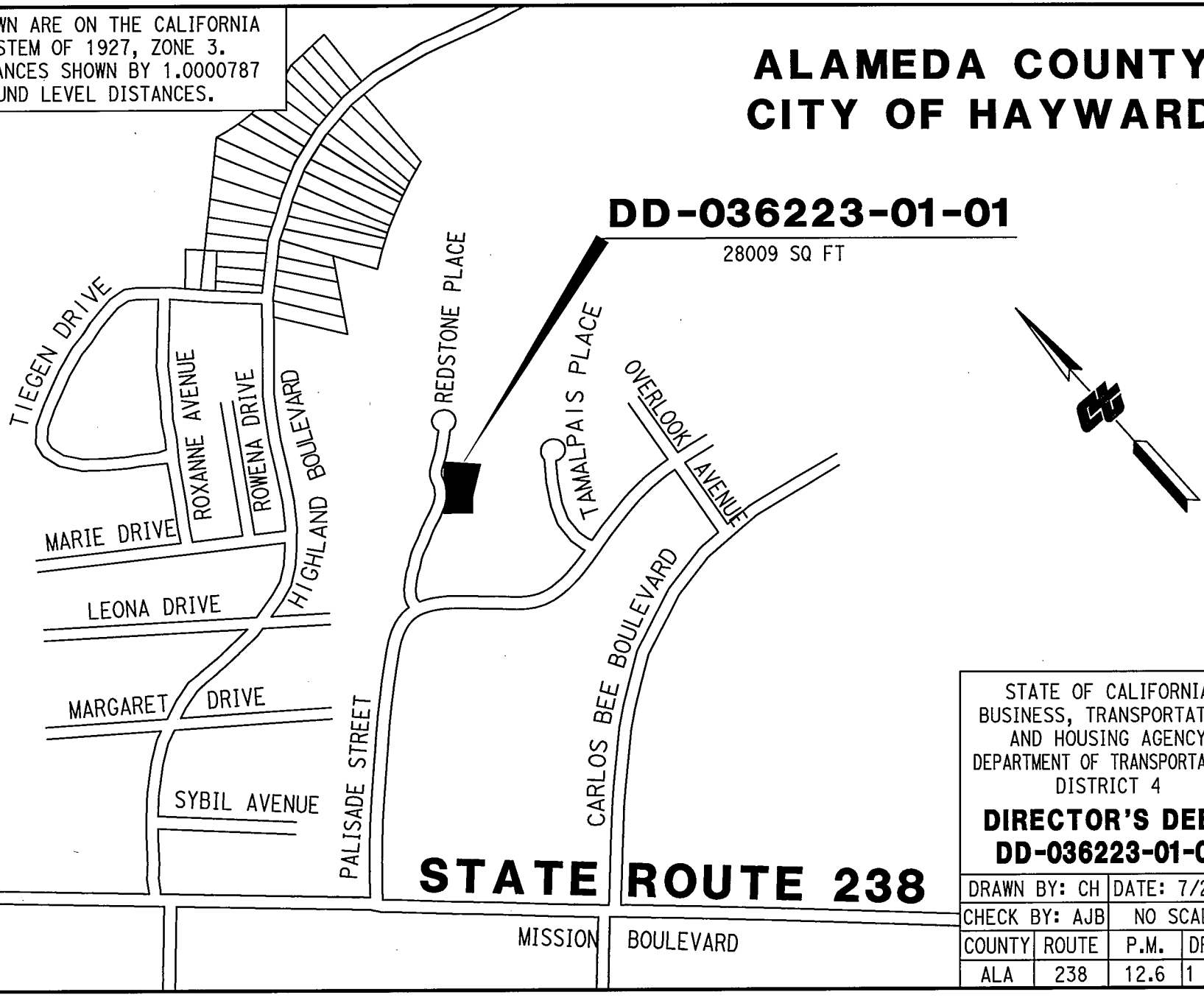
Attachment 4B

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD

DD-036223-01-01

28009 SQ FT



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036223-01-01

DRAWN BY: CH		DATE: 7/21/11	
CHECK BY: AJB		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6	1 OF 2

R-97A.22

Attachment 5A

DISTANCES SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD

PLACE

12

DD-036223-01-01

28009 SQ FT

0.643 AC

REDSTONE

13

14

TRACT 1957
41/67
DEC. 30, 1959

BLOCK B

L=47'+/-

36'+/-

L=99'+/-

50'+/-

154'+/-

15

036223-01-01

16

126'+/-

N 75°33'12" E

89.99'

73.99'

19.85'

N 60°39'12" E

SCALE IN FEET

0 50

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036223-01-01

DRAWN BY: CH		DATE: 7/21/11	
CHECK BY: AJB		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6	2 OF 2

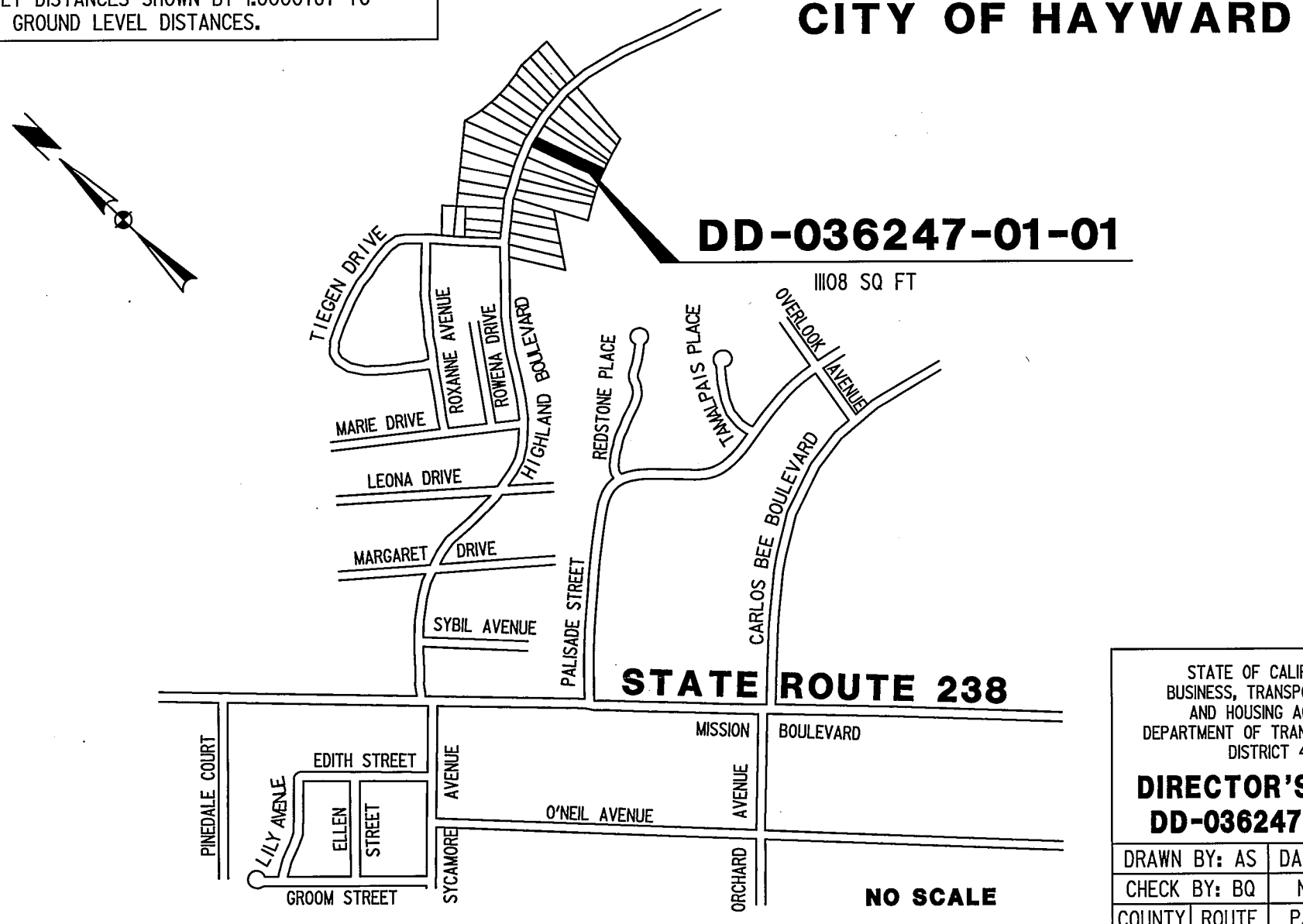
R-97A.22
H-1080.10

Attachment 5B

Attachment 5B

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036247-01-01

DRAWN BY: AS		DATE: 3/23/10	
CHECK BY: BQ		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	1 OF 2

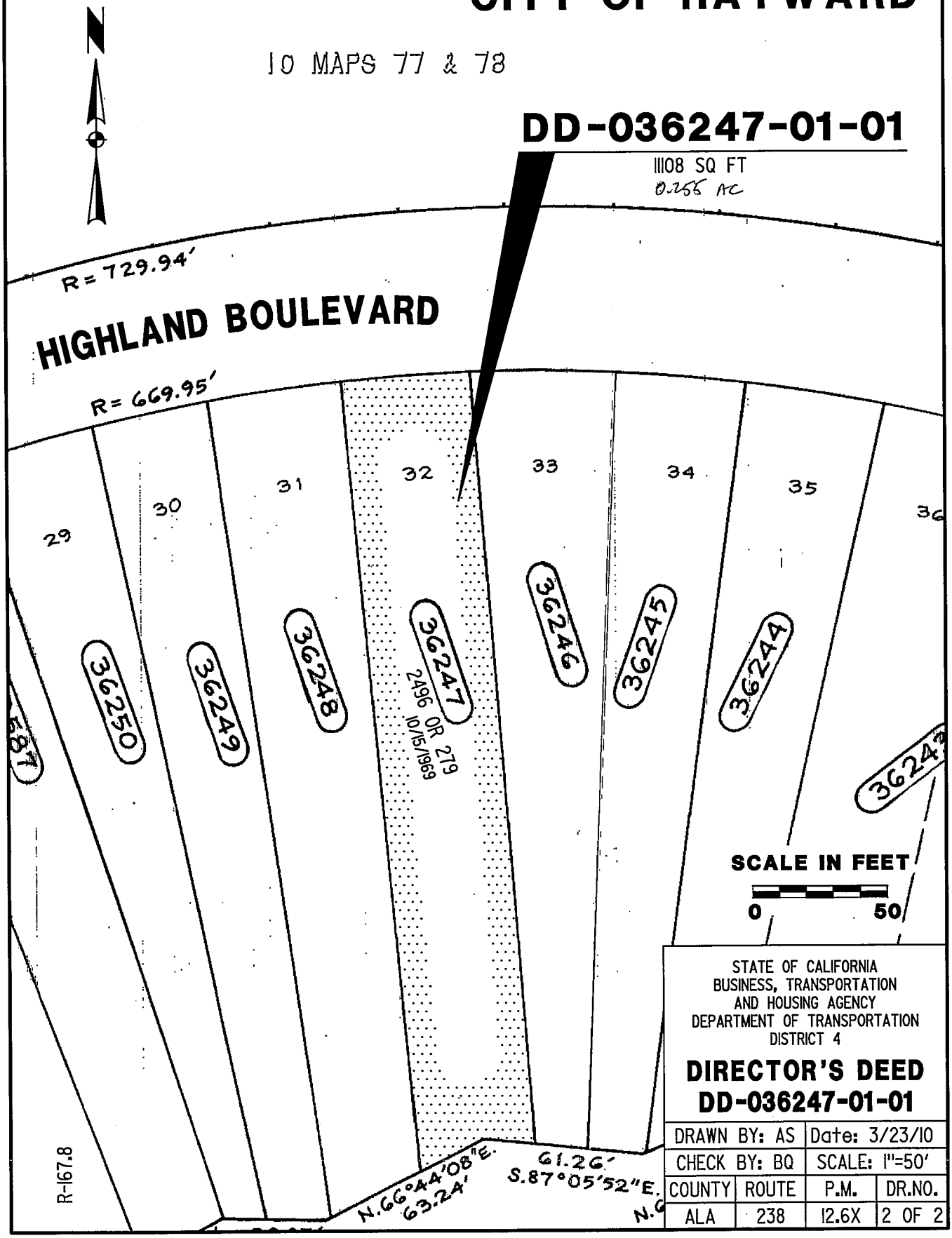
R-167.8

Attachment 6A

Attachment 6A

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

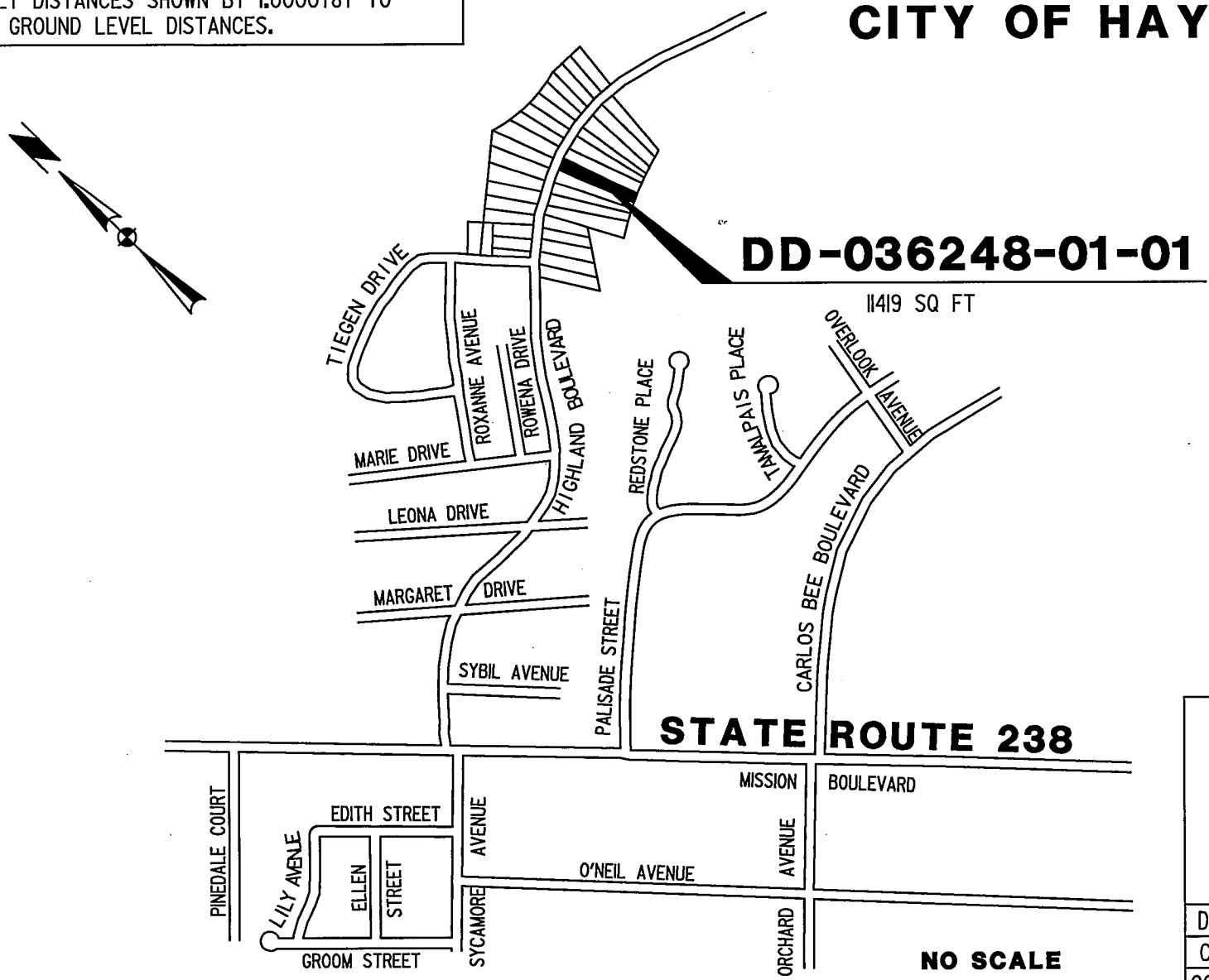
DIRECTOR'S DEED
DD-036247-01-01

DRAWN BY: AS		Date: 3/23/10	
CHECK BY: BQ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	2 OF 2

Attachment 6B

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036248-01-01

DRAWN BY: AS		DATE: 3/23/10	
CHECK BY: BQ		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	1 OF 2

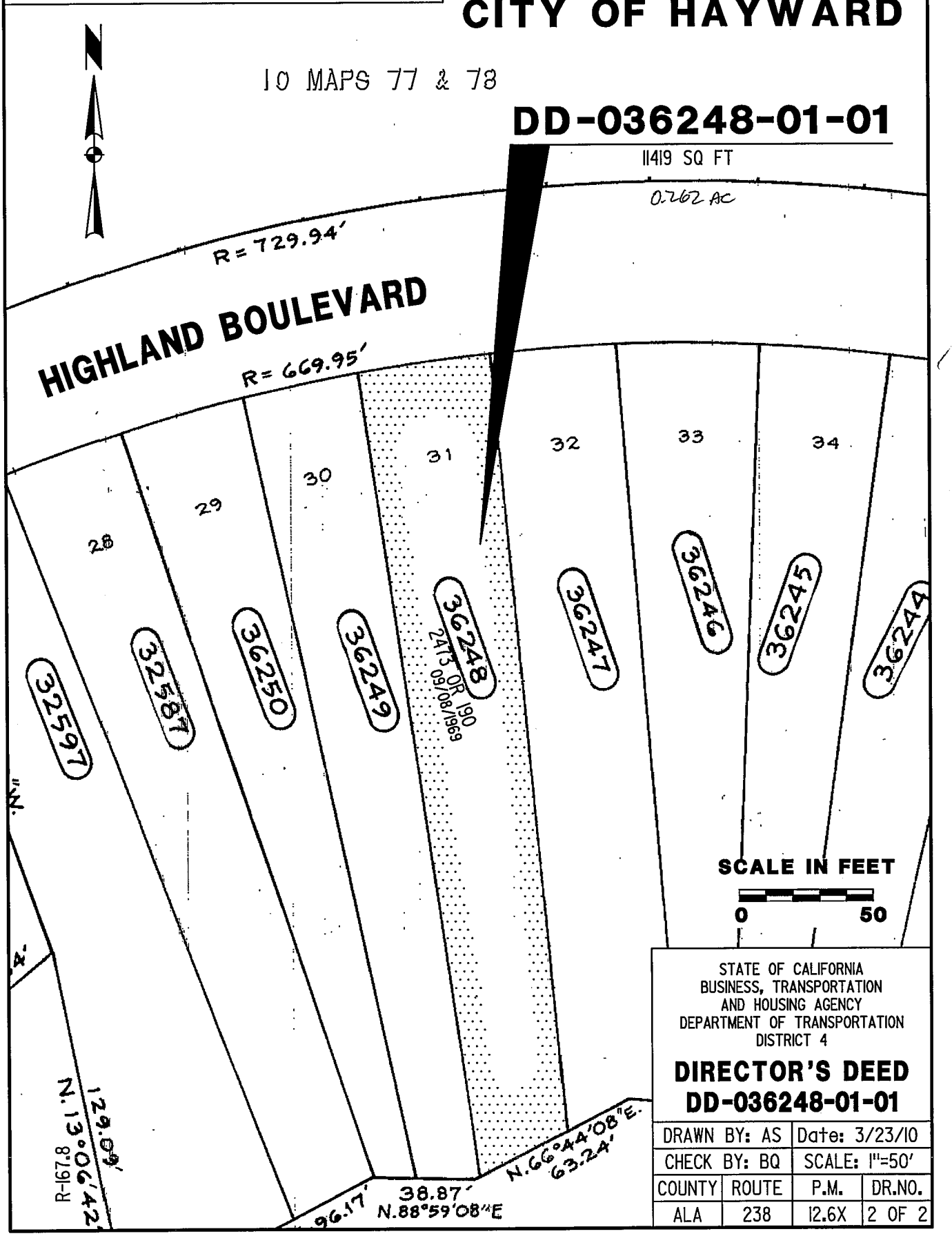
R-167.8

Attachment 7A

Attachment 7A

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036248-01-01

DRAWN BY: AS		Date: 3/23/10	
CHECK BY: BQ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	2 OF 2

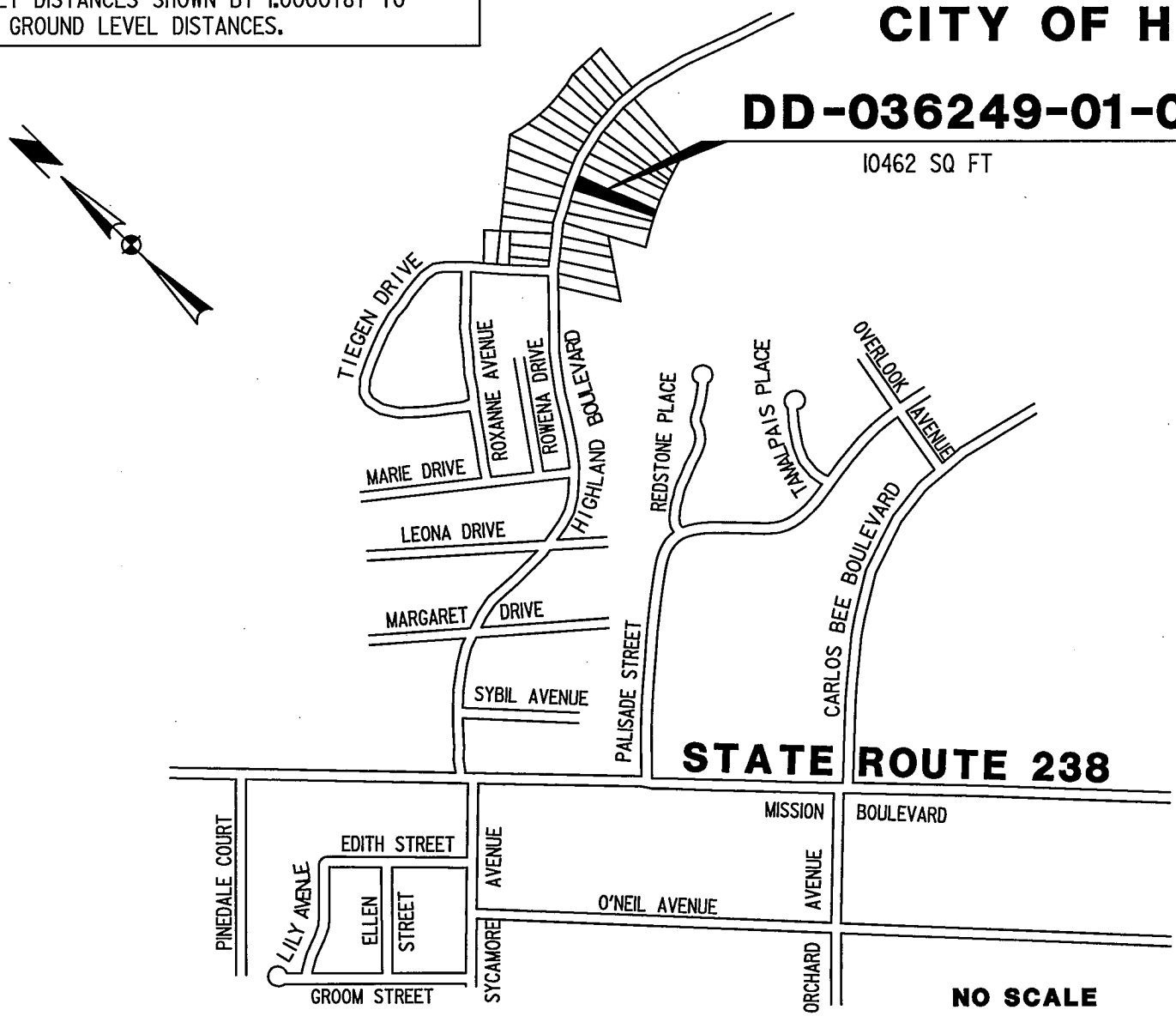
Attachment 7B

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD

DD-036249-01-01

10462 SQ FT



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036249-01-01

DRAWN BY: AS		DATE: 3/23/10	
CHECK BY: BQ		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	1 OF 2

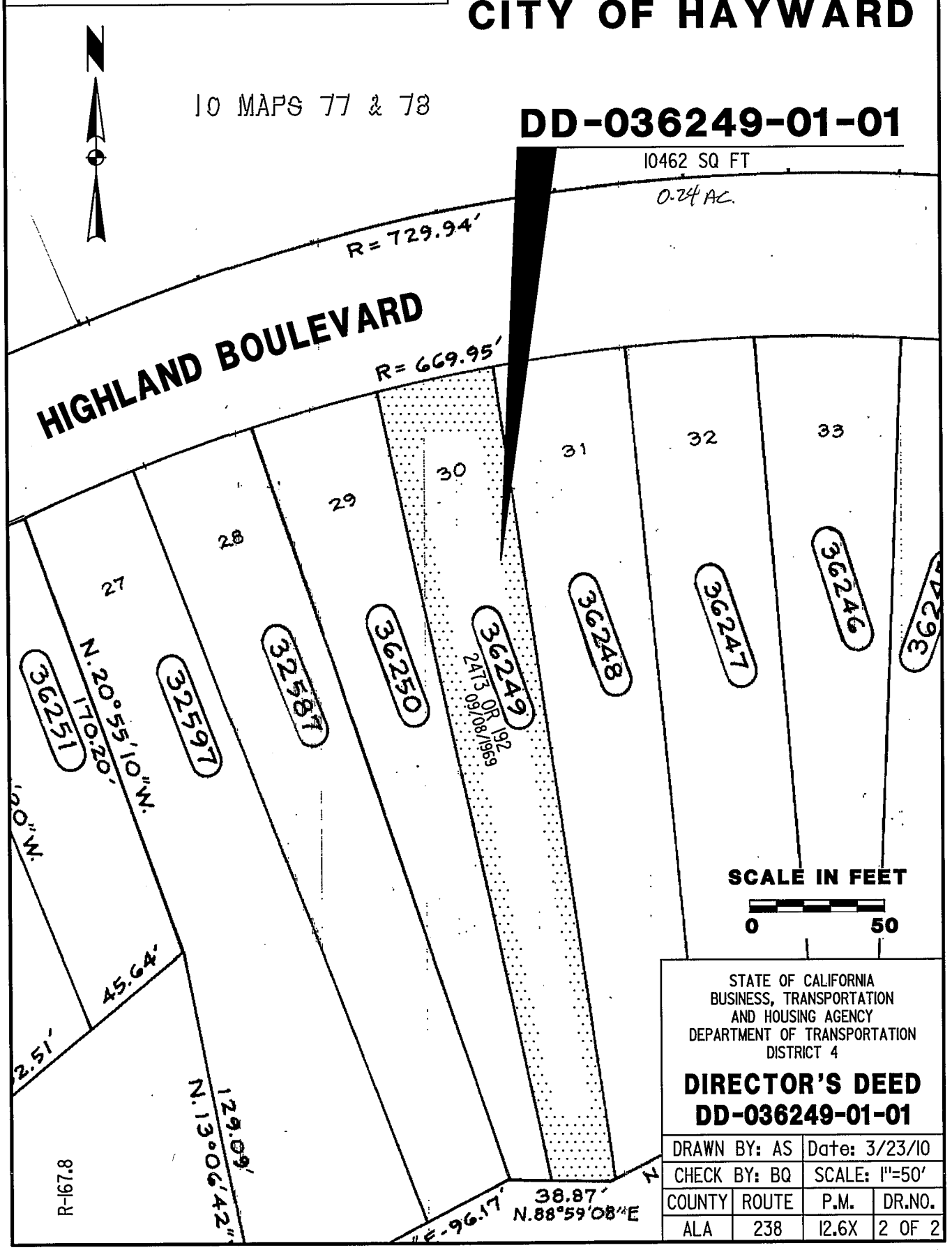
R-167.8

Attachment 8A

Attachment 8A

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036249-01-01

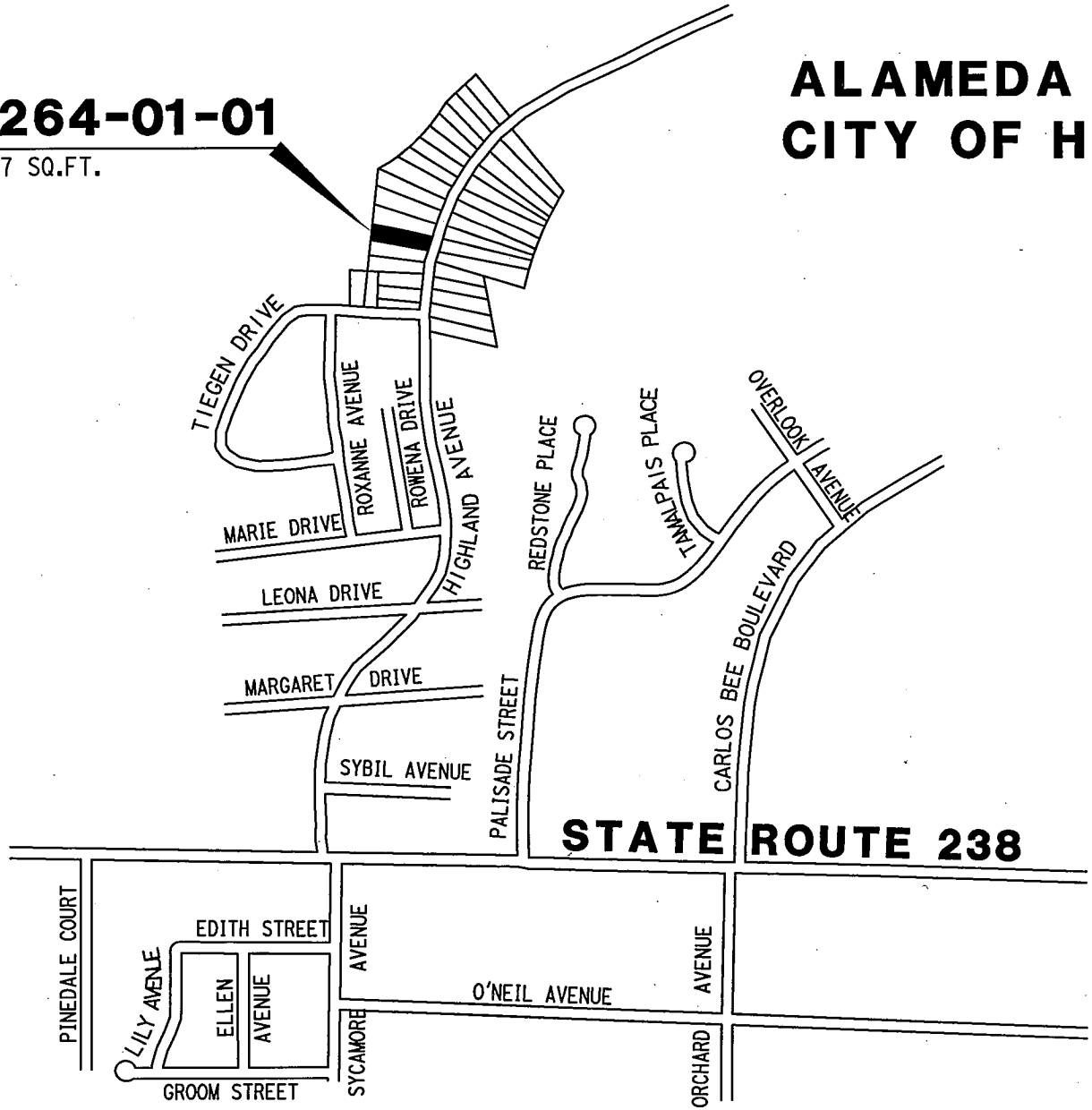
DRAWN BY: AS		Date: 3/23/10	
CHECK BY: BQ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	2 OF 2

Attachment 8B

ALAMEDA COUNTY
CITY OF HAYWARD

DD-036264-01-01

9377 SQ.FT.



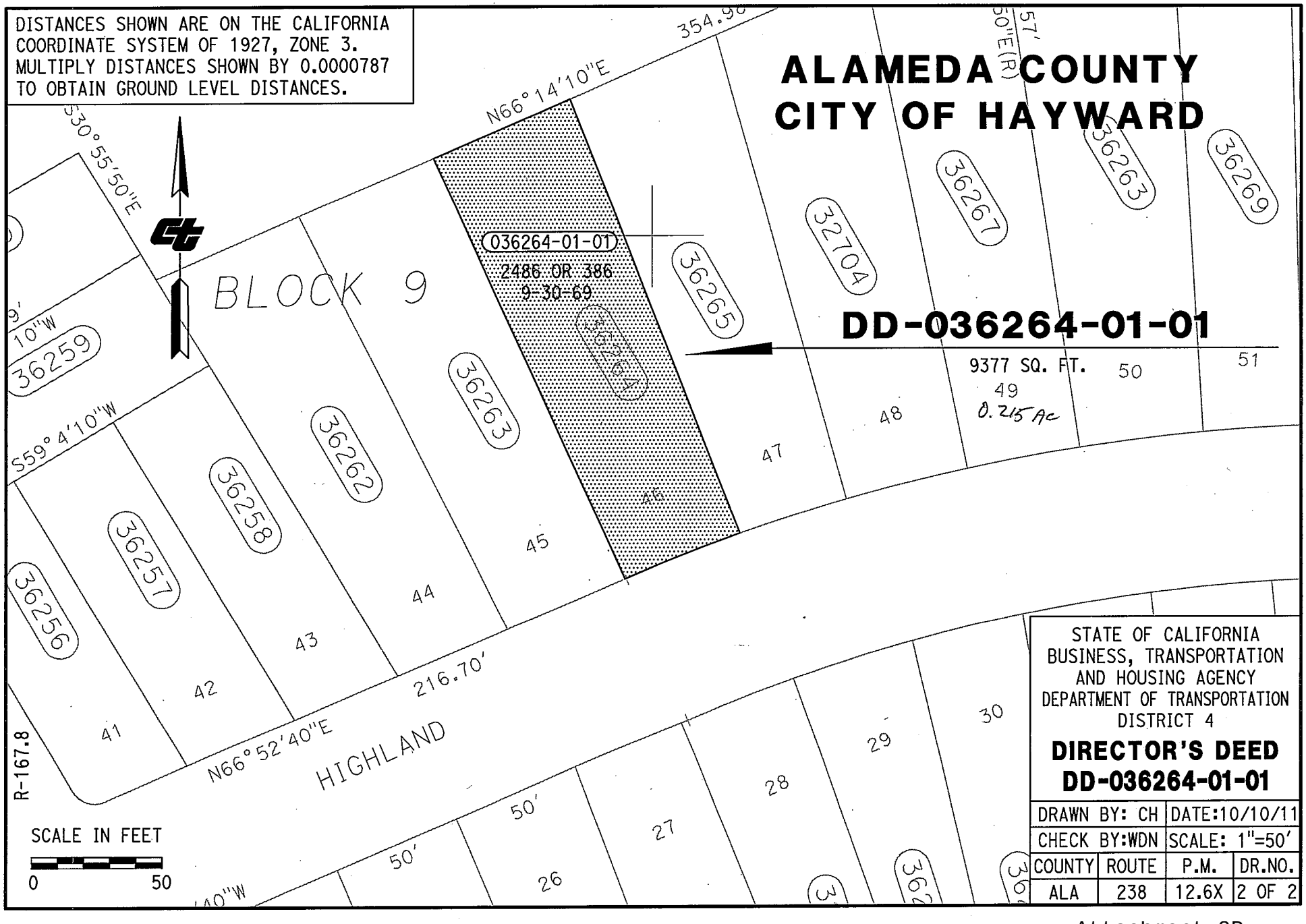
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036264-01-01

DRAWN BY: CH		DATE:10/10/11	
CHECK BY:WDN		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	1 OF 2

R-167.0

Attachment 9A



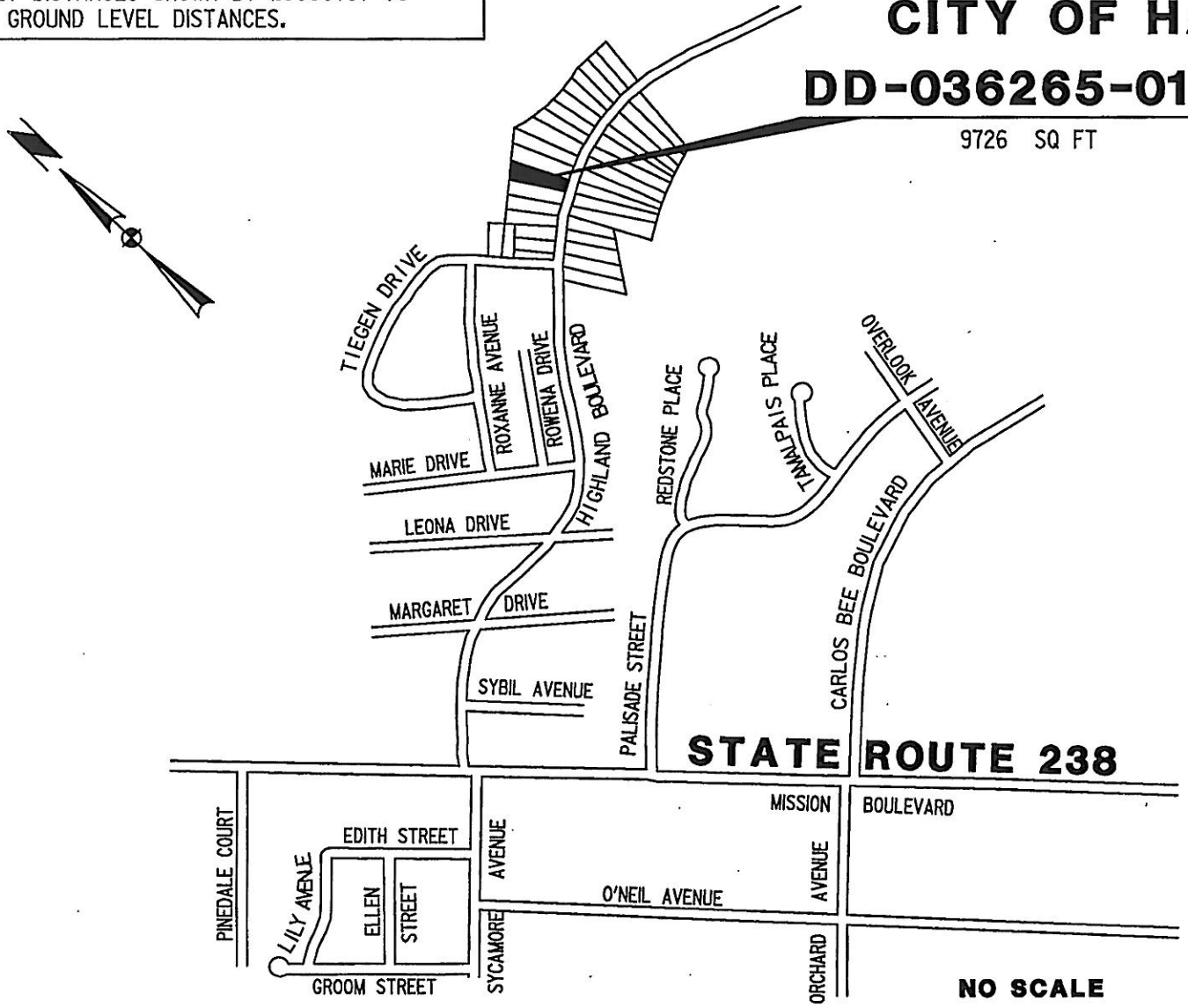
Attachment 9B

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD

DD-036265-01-01

9726 SQ FT



NO SCALE

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036265-01-01

DRAWN BY: AS		DATE: 3/23/10	
CHECK BY: BQ		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	1 OF 2

R-167.8

Attachment 10A

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

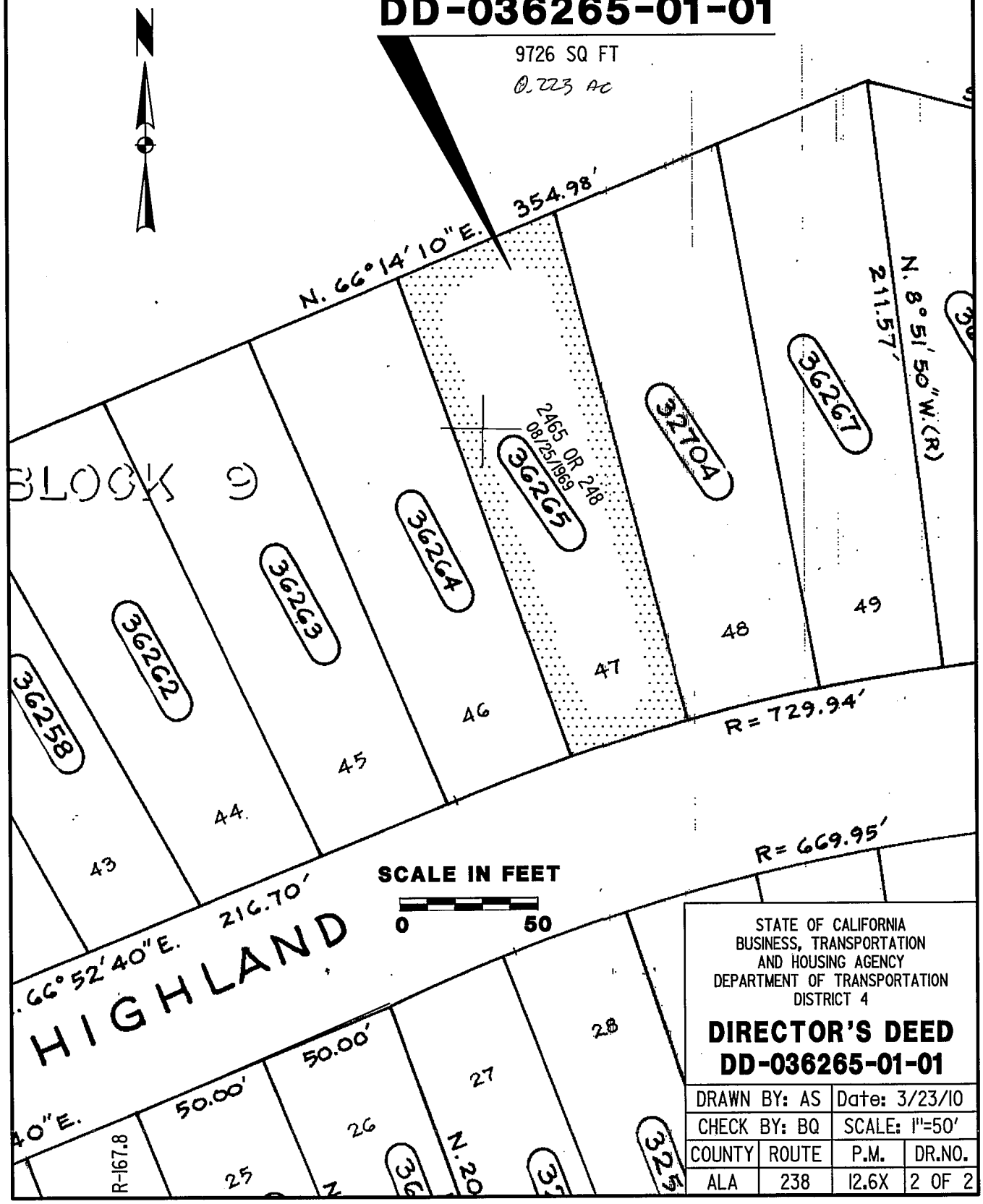
ALAMEDA COUNTY
CITY OF HAYWARD

10 MAPS 77 & 78

DD-036265-01-01

9726 SQ FT

0.223 AC



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

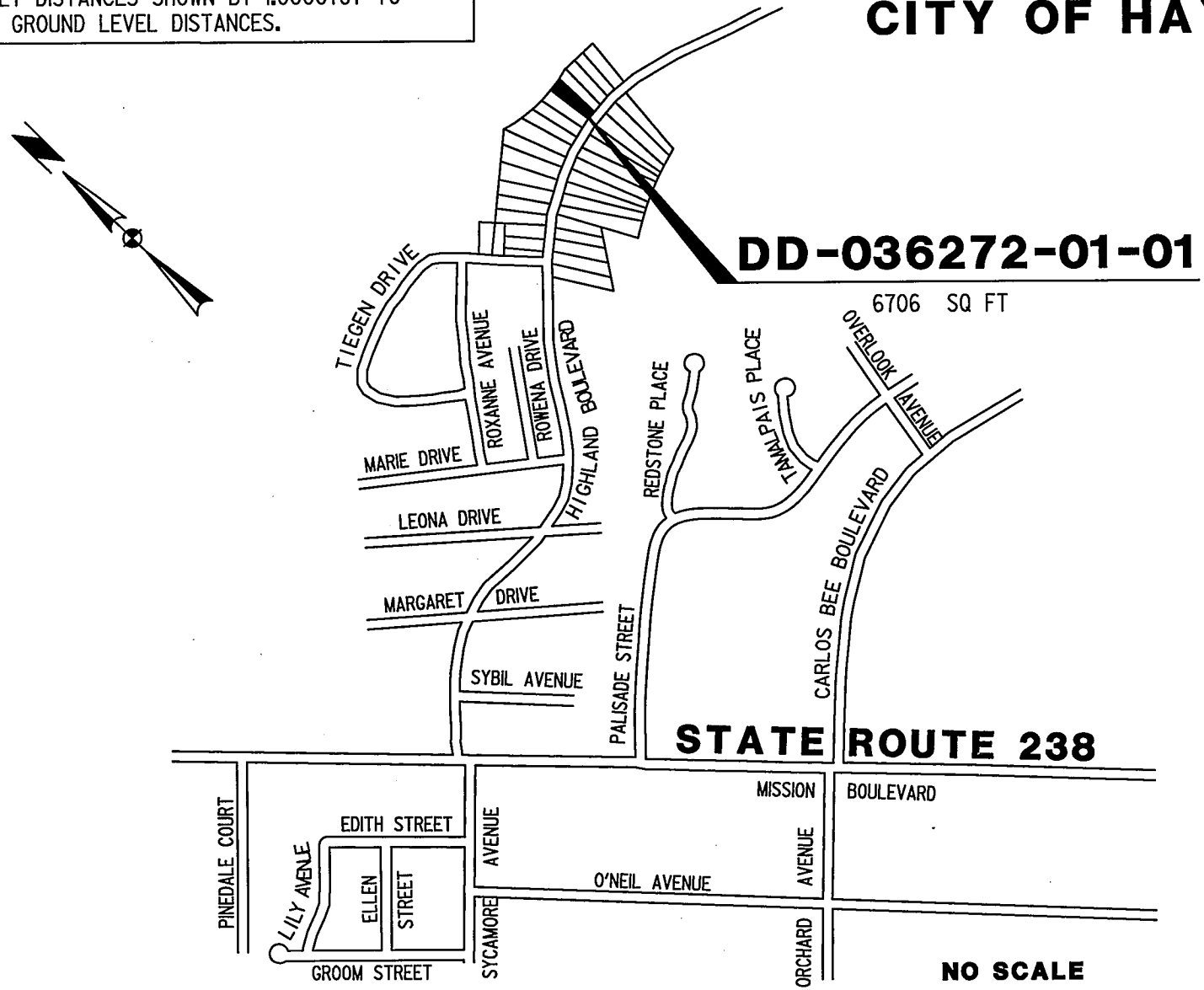
DIRECTOR'S DEED
DD-036265-01-01

DRAWN BY: AS		Date: 3/23/10	
CHECK BY: BQ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	2 OF 2

Attachment 10B

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD



NO SCALE

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036272-01-01

DRAWN BY: AS		DATE: 3/23/10	
CHECK BY: BQ		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	1 OF 2

R-167.8

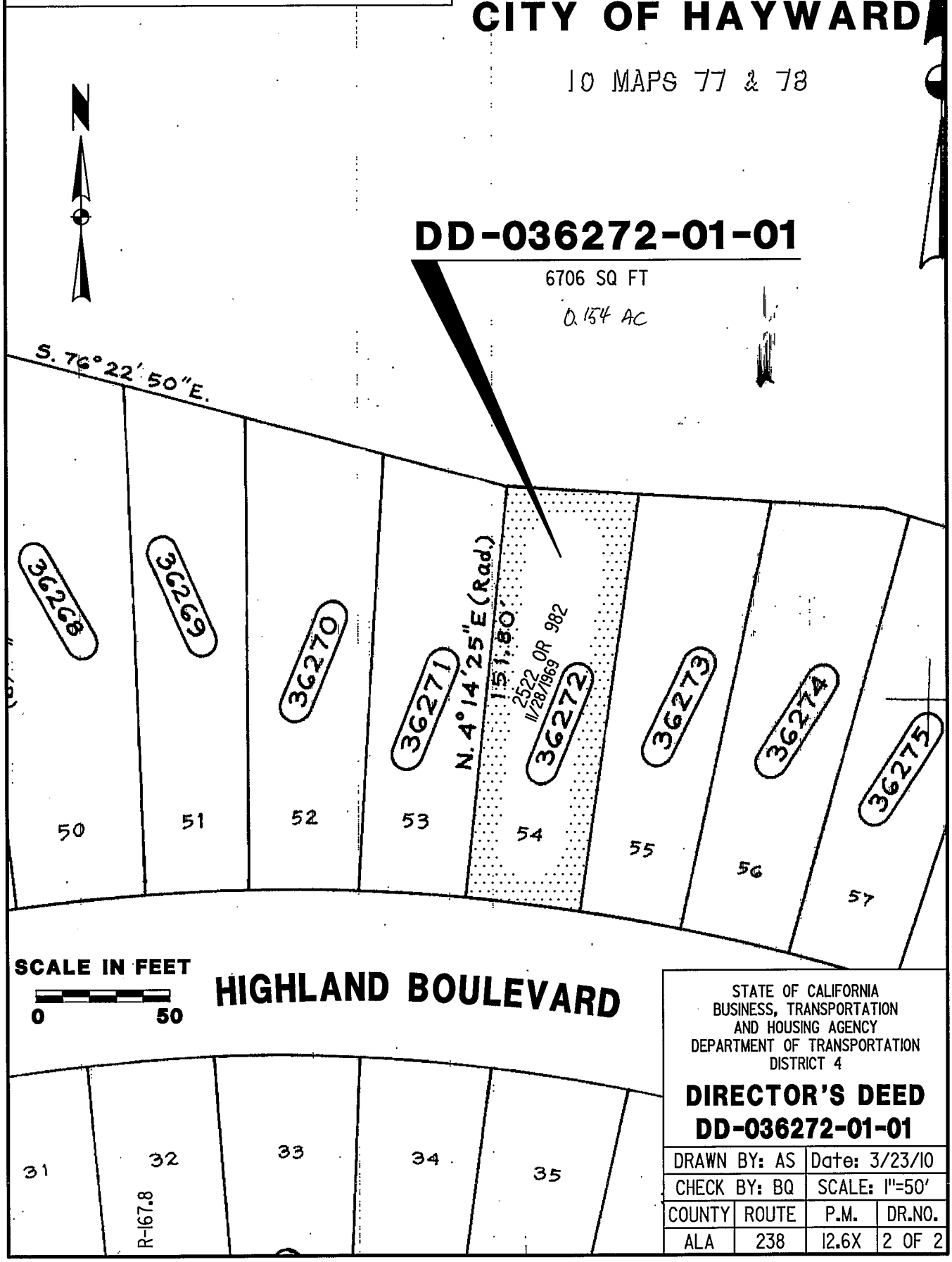
Attachment 11A

Attachment 11A

DISTANCES AND BEARINGS SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF 1927, ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000787 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF HAYWARD

10 MAPS 77 & 78



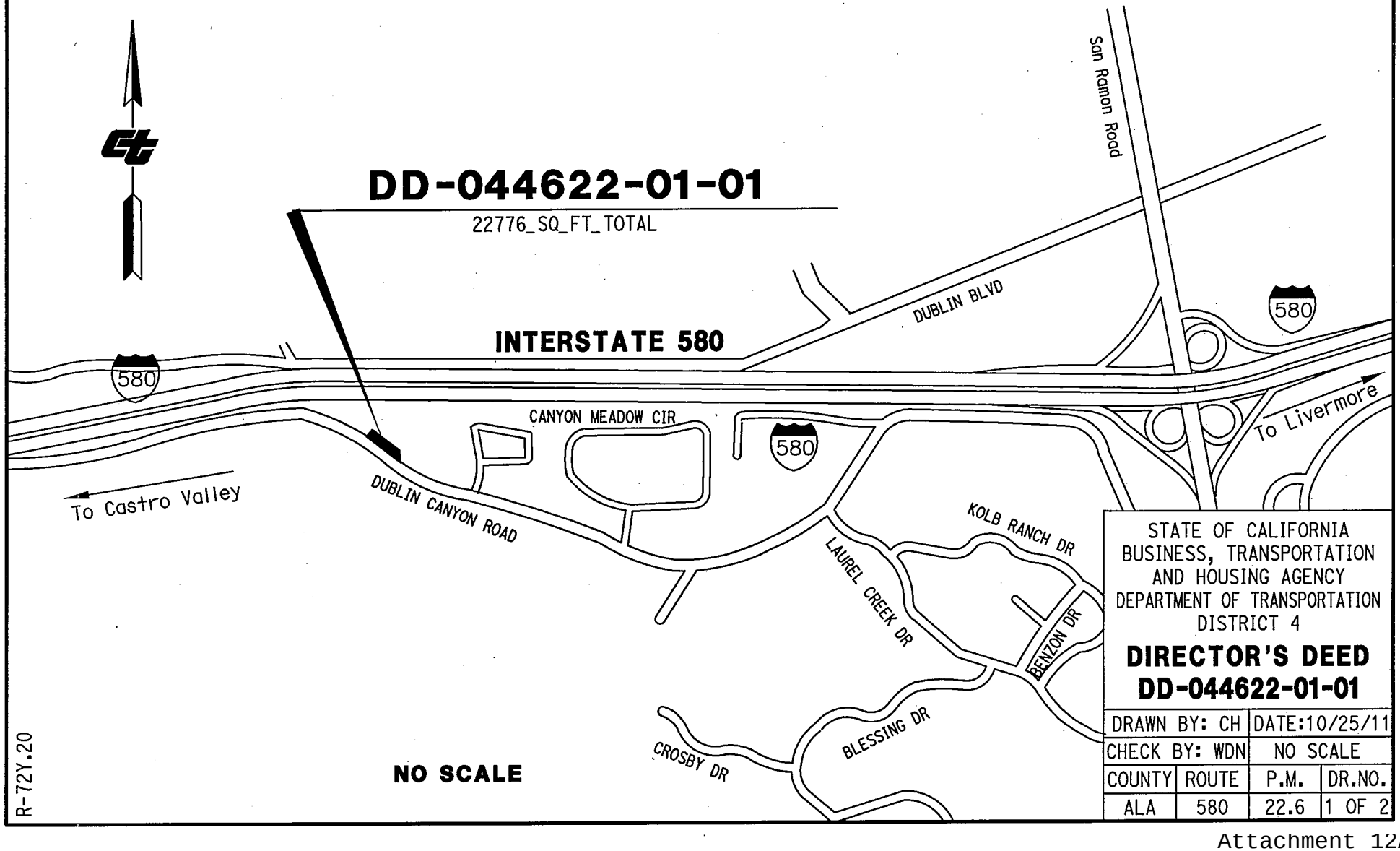
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-036272-01-01

DRAWN BY: AS		Date: 3/23/10	
CHECK BY: BQ		SCALE: 1"=50'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	238	12.6X	2 OF 2

Attachment 11B

ALAMEDA COUNTY
CITY OF PLEASANTON



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION
AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

DIRECTOR'S DEED
DD-044622-01-01

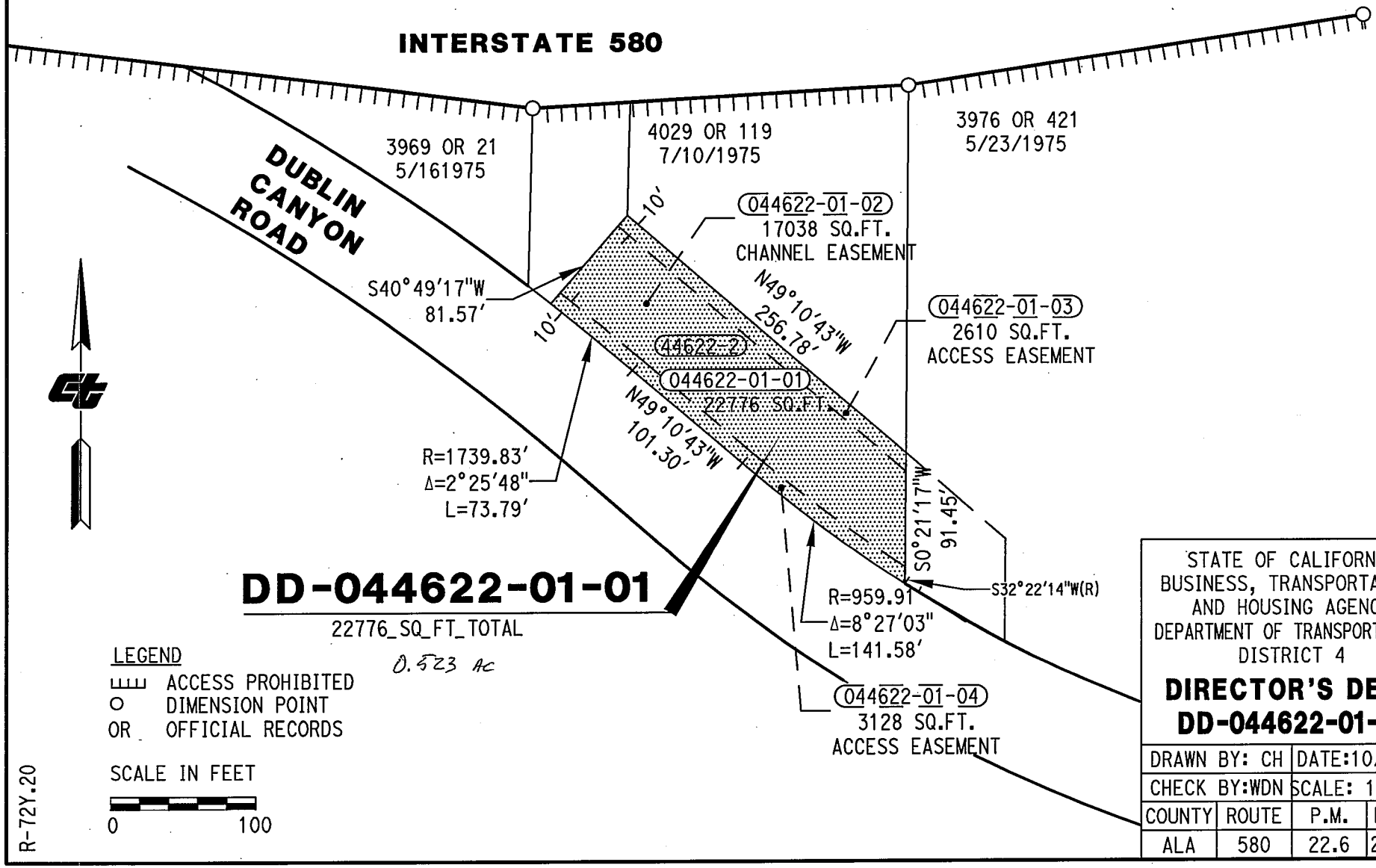
DRAWN BY: CH		DATE:10/25/11	
CHECK BY: WDN		NO SCALE	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	580	22.6	1 OF 2

R-72Y.20

Attachment 12A

DISTANCE SHOWN ARE ON THE CALIFORNIA COORDINATE SYSTEM OF ZONE 3. MULTIPLY DISTANCES SHOWN BY 1.0000973 TO OBTAIN GROUND LEVEL DISTANCES.

ALAMEDA COUNTY
CITY OF PLEASANTON

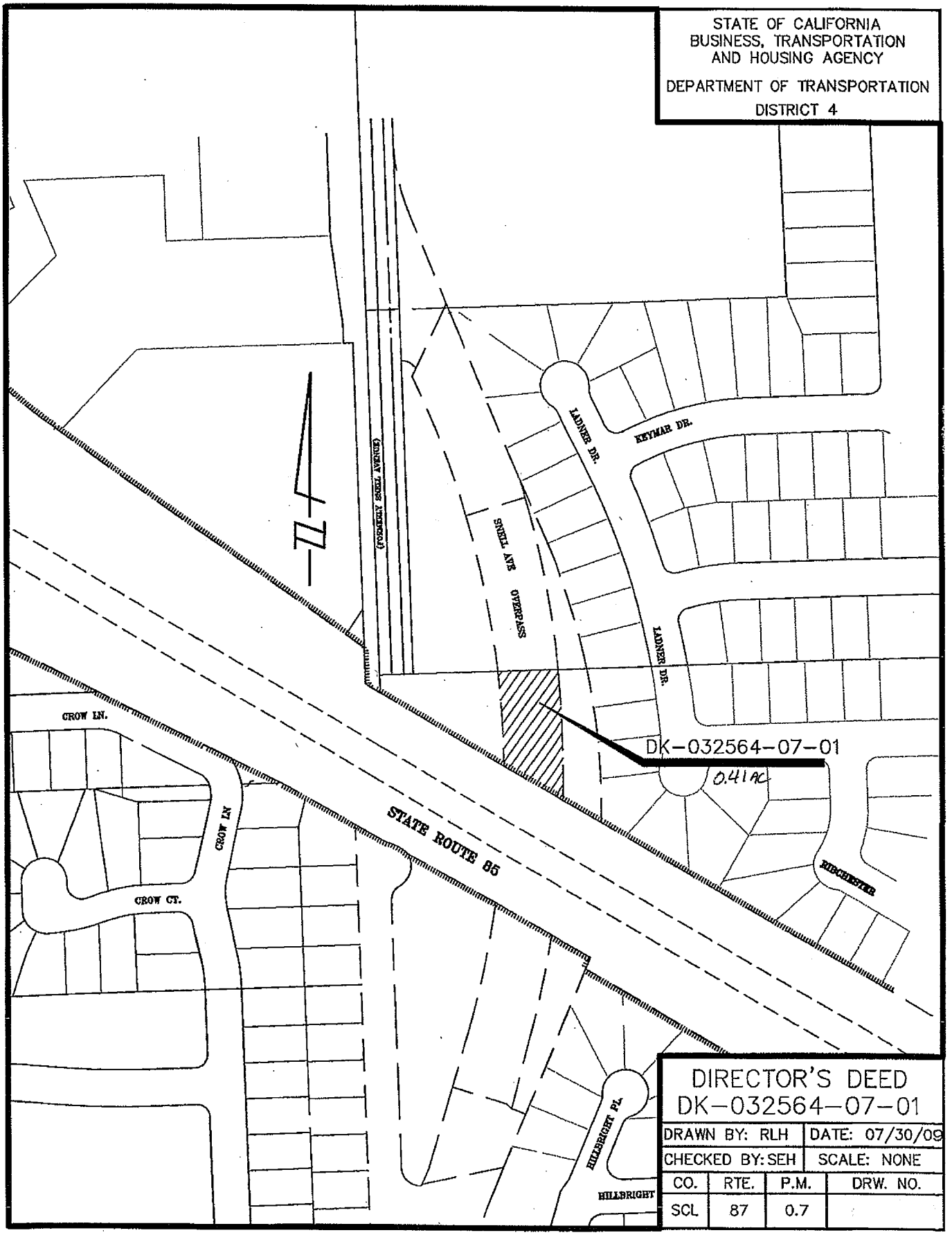


STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION
DISTRICT 4

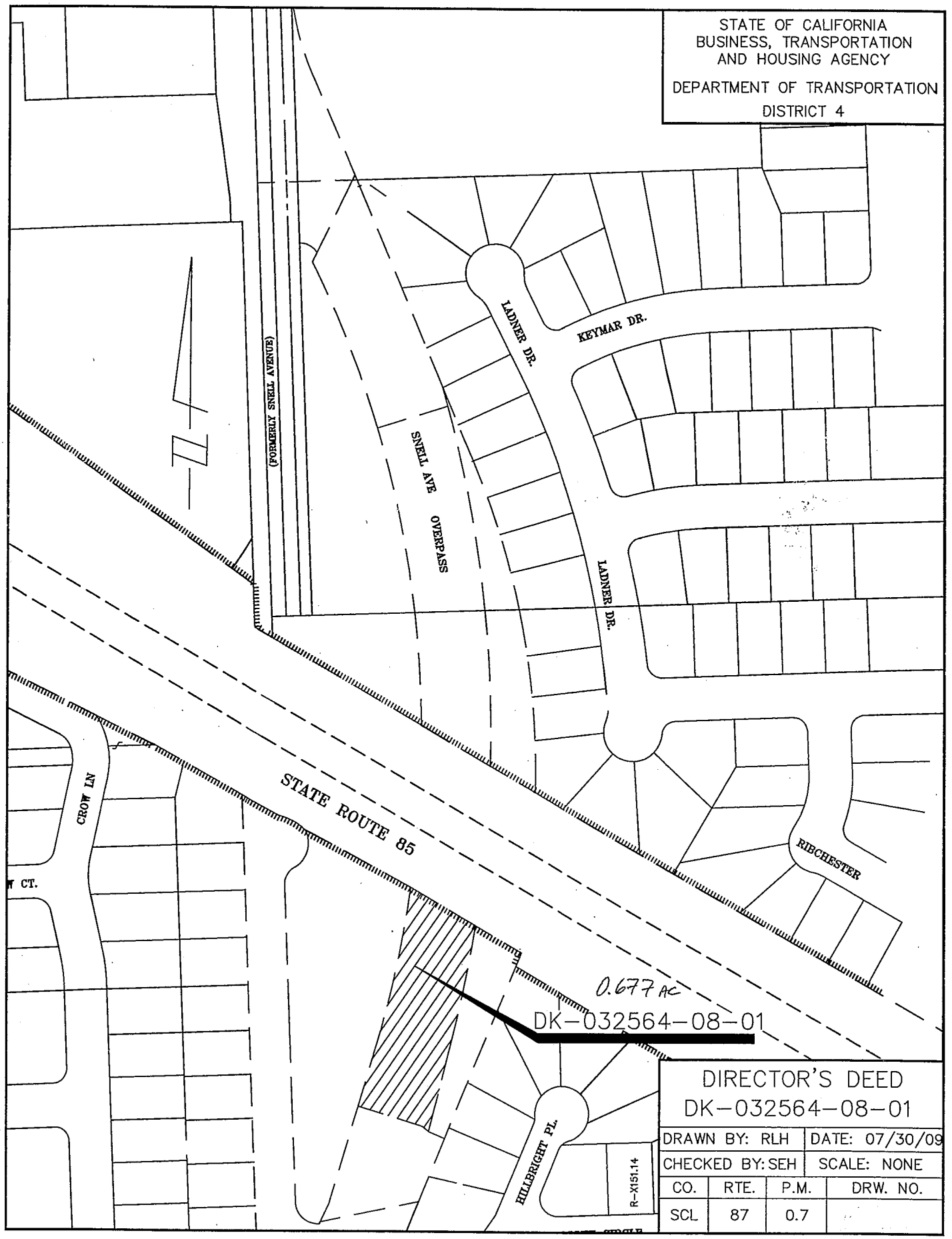
DIRECTOR'S DEED
DD-044622-01-01

DRAWN BY: CH		DATE:10/25/11	
CHECK BY:WDN		SCALE: 1"=100'	
COUNTY	ROUTE	P.M.	DR.NO.
ALA	580	22.6	2 OF 2

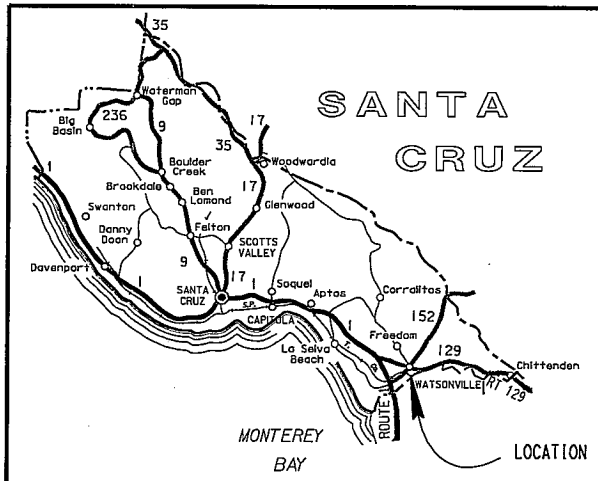
Attachment 12B

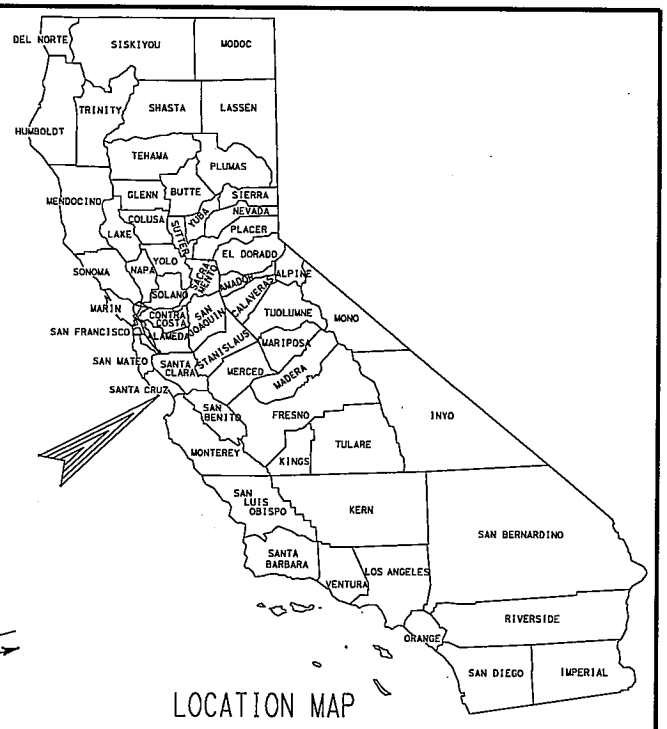


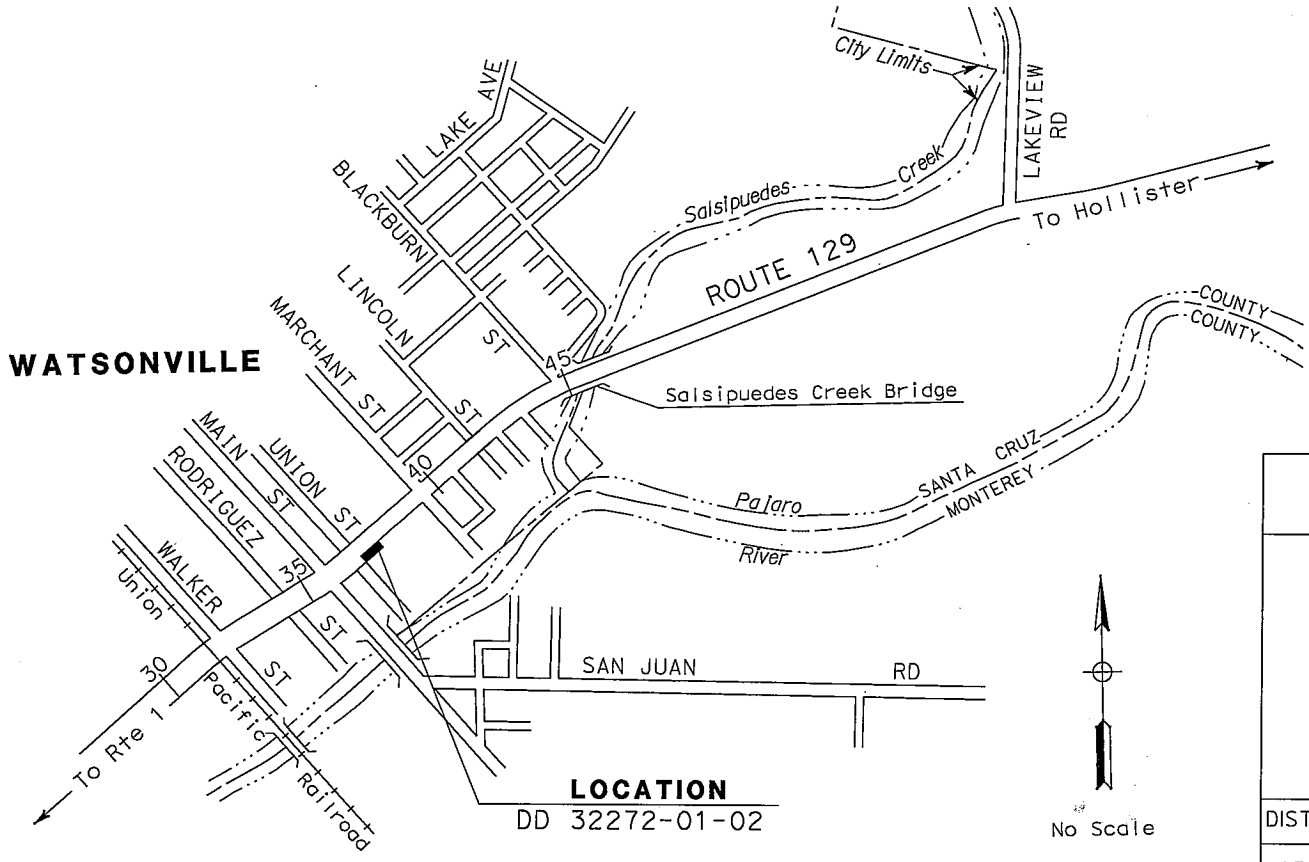
Attachment 13



Attachment 14







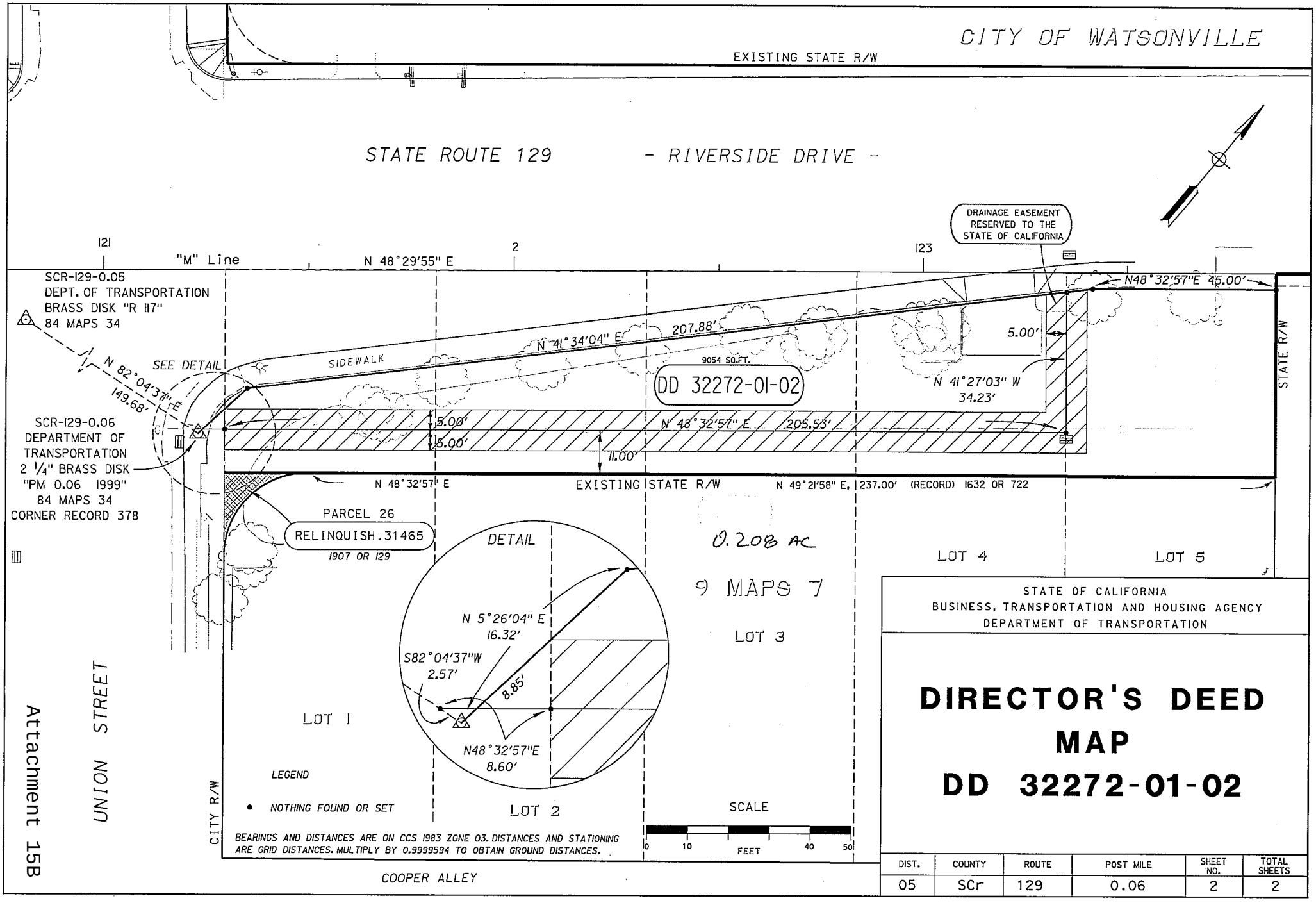
STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED INDEX MAP

DD 32272-01-02

DIST.	COUNTY	ROUTE	POST MILE	SHEET NO.	TOTAL SHEETS
05	SCR	129	0.06	1	2

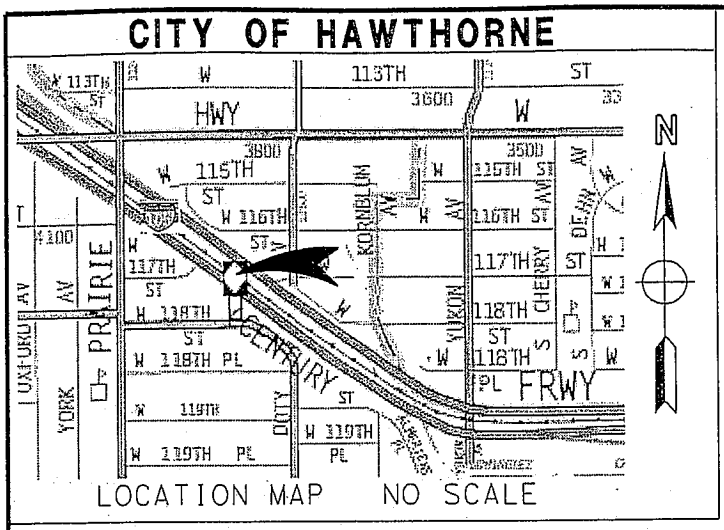
Attachment 15A



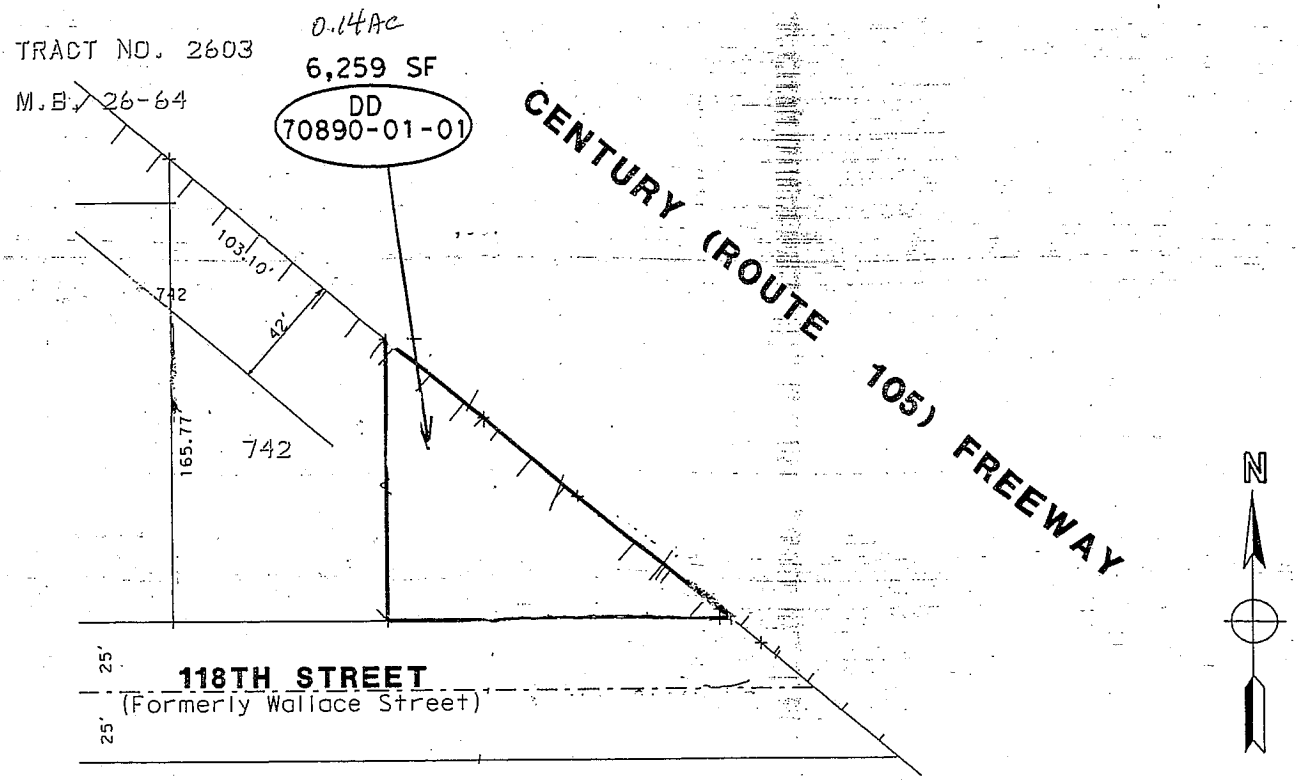
Attachment 15B

Attachment 15B

DIST	COUNTY	ROUTE	POST MILE
07	LA	105	3.9



PORTION OF LOT 740 AND LOT 741
OF TRACT NO. 2603
M.B. 26-64



STATE RETAINS ACCESS RIGHTS

INTERSTATE
CITY OF HAWTHORNE

STATE OF CALIFORNIA-DEPARTMENT OF TRANSPORTATION-DISTRICT 07

PLAT ACCOMPANYING

DIRECTOR'S DEED DD 70890-01-01

REF. MAP: F1159-3

SCALE: NONE

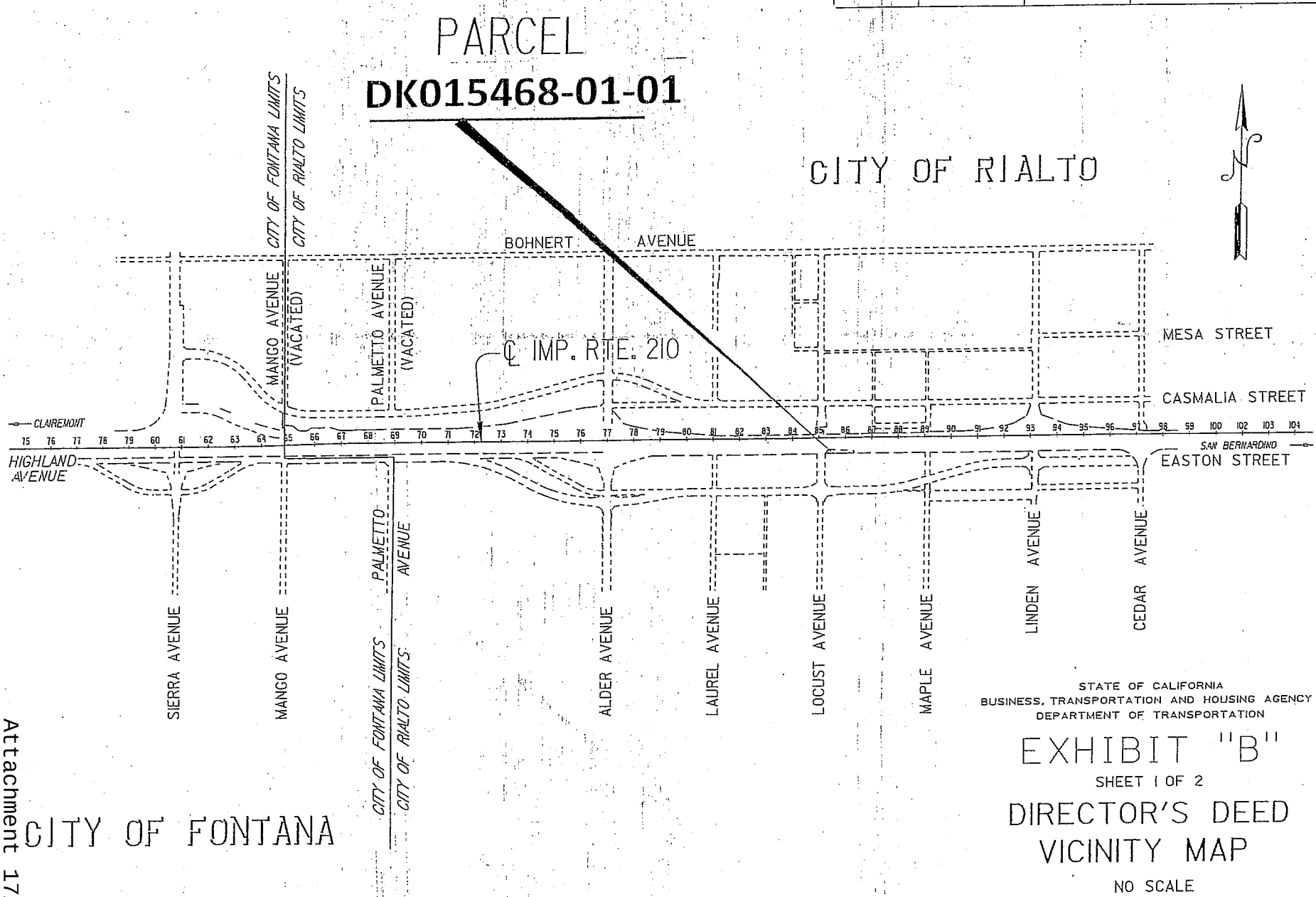
DRWN: FC CHKD: JM

DATE: 06-30-2011

Attachment 16

JN9656.dgn 7/7/2011 10:43:34 AM

DIST.	COUNTY	ROUTE	KILO POST
08	SBd.	210	26.3



STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

EXHIBIT "B"

SHEET 1 OF 2

DIRECTOR'S DEED VICINITY MAP

NO SCALE

DISTRICT	COUNTY	ROUTE	KILO POST	NUMBER
08	SBd	210	26.3	DK015468-01-01

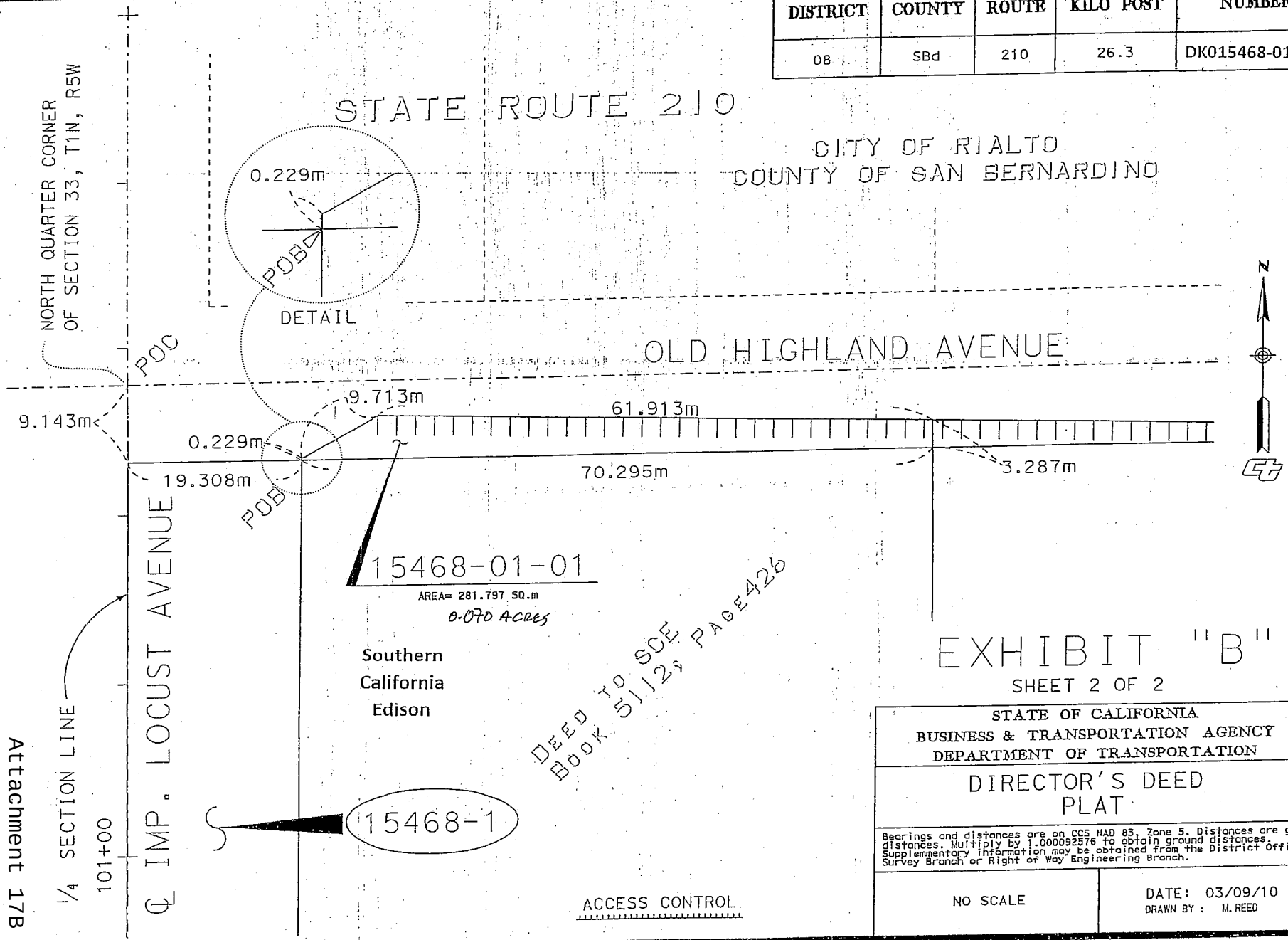


EXHIBIT "B"

SHEET 2 OF 2

STATE OF CALIFORNIA
BUSINESS & TRANSPORTATION AGENCY
DEPARTMENT OF TRANSPORTATION

DIRECTOR'S DEED
PLAT

Bearings and distances are on CCS NAD 83, Zone 5. Distances are grid distances. Multiply by 1.000092576 to obtain ground distances. Supplemmentary information may be obtained from the District Office, Survey Branch or Right of Way Engineering Branch.

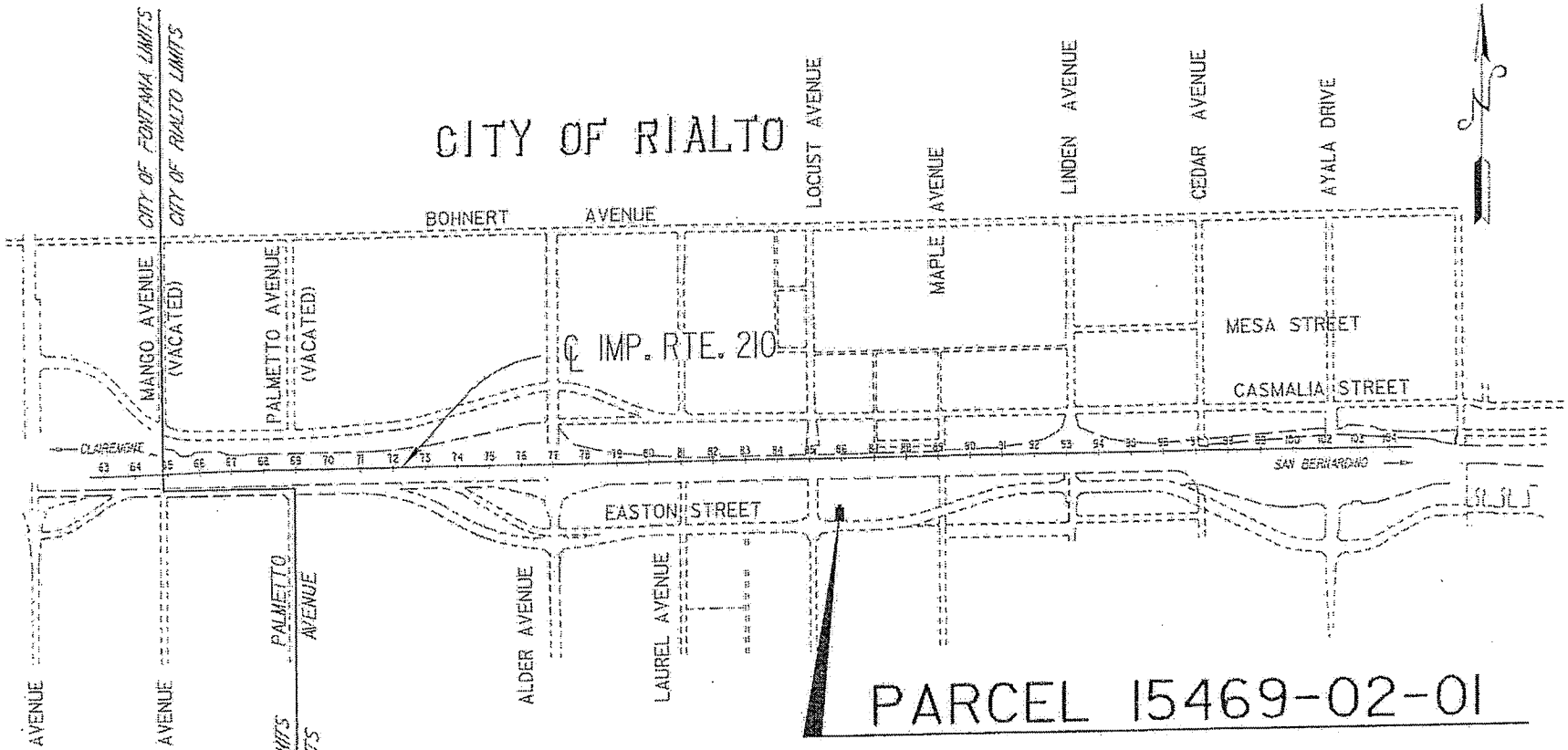
NO SCALE

DATE: 03/09/10
DRAWN BY : M. REED

Attachment 17B

Attachment 17B

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.



NOTES
All distances are in meters unless otherwise noted. To convert meters to U.S. Survey feet, multiply distance by 3937/1200.
LEGEND

STATE OF CALIFORNIA
BUSINESS, TRANSPORTATION AND HOUSING AGENCY
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY DIRECTORS DEED VICINITY MAP DD 015469-02-01

NO SCALE

DISTRICT	COUNTY	ROUTE	SHEET KP/PM	SHEET NO.	TOTAL SHEETS
08	SBd	210	26.8/16.6	1	2

Attachment 17C

NOTE: The State of California or its officers or agents shall not be responsible for the accuracy or completeness of digital images of this map.

EXHIBIT "B"

SHEET 2 OF 2

T. 1 N. R. 5 W. S.B.M.

NORTHEAST QUARTER

SECTION 33

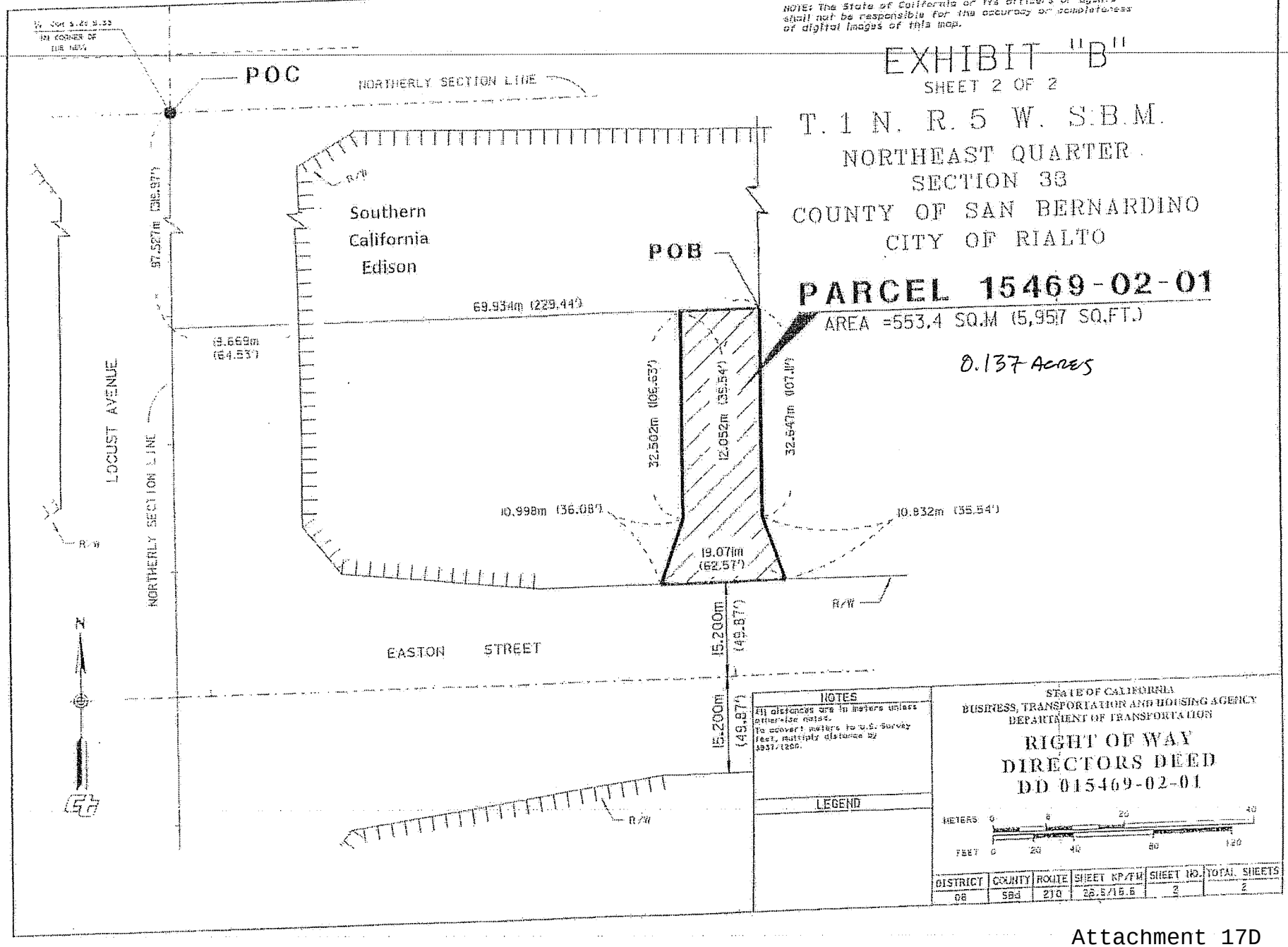
COUNTY OF SAN BERNARDINO

CITY OF RIALTO

PARCEL 15469-02-01

AREA =553.4 SQ.M (5,957 SQ.FT.)

0.137 Acres



Attachment 17D

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5g.(1e)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B –LOCALLY ADMINISTERED CMIA PROJECT OFF THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-AA-1112-010, AMENDING RESOLUTION CMIA-A-0708-003**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution CMIA-A-00708-003 to de-allocate $300,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from the White Rock Road project (PPNO 3161) in Sacramento County, thereby reducing the original CMIA Environmental (PA&ED) allocation of $1,500,000 to $1,200,000 to reflect actual reimbursable costs.

BACKGROUND:

At its September 2007 meeting, the Commission approved Resolution CMIA-A-0708-003 allocating $1,500,000 in CMIA funds for PA&ED on the White Rock Road project (PPNO 3161). During the PA&ED phase, it was determined that $300,000 of the $1,500,000 allocated for PA&ED, was not considered reimbursable thus requiring Sacramento County to use local funds to complete that phase. Since not all of the CMIA funding that had been allocated were expended, a de-allocation for the $300,000 of CMIA funds is needed. There is a related Baseline amendment reflecting these changes on the agenda under Resolution CMIA-PA-1112-018.

The necessary changes are reflected in strikethrough and bold on the attachment.

RESOLUTIONS:

Be it Resolved, that $1,500,000 in Corridor Mobility Improvement Account funds (Budget Act Item 2660-104-6055) originally allocated under Resolution CMIA-A-0708-003 for the White Rock Road project (PPNO 3161) in Sacramento County, is hereby amended by $300,000, reducing the original CMIA PA&ED allocation to $1,200 in accordance with the attachment.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County Legislative Districts	Project Title Location Project Description Project Funding	EA PPNO Program/Year PA&ED PS&E R/W CONST	Budget Year Item # Program Code	Allocation Amount State Federal Total Amount
2.5g.(1e)	**Financial Allocation Amendment - Proposition 1B - Locally Administered CMIA Projects off the State Highway System**			**Resolution CMIA-AA-1112-010** Amending Resolution CMIA-A-0708-003
1 ~~$1,500,000~~ **$1,200,000** Sacramento County SACOG 03-Sacramento Senate: 1 Assembly: 10	In Sacramento, on White Rock Road from Grant Line Road to Prairie City Road. Widen from 2 to 4 lanes. **Amend Resolutions CMIA-A-0708-003 to de-allocate $300,000 in CMIA PA&ED to reflect expenditures.** Outcome/Output: 2679 estimated daily vehicle hours saved. (Future CMIA: $22,000,000. Construction to start 5/2011.)	928802 03-3161 CMIA / 07-08 ~~$1,500,000~~ **$1,200,000** $0 $0 $0	2007-08 104-6055 20.30.721.000	~~$1,500,000~~ **$1,200,000** ~~$1,500,000~~ **$1,200,000**

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5g.(1f)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED CMIA/SLPP PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-AA-1112-011, AMENDING RESOLUTION CMIA-A-1112-006 RESOLUTION SLP1B-AA-1112-04, AMENDING RESOLUTION SLP1B-1112-02**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolutions CMIA-A-1112-006 and SLP1B-A-1112-02 to de-allocate $8,529,000 in Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from the State Route 4 East Widening – Segment 2 (from Contra Loma Boulevard to Lone Tree Way, PPNO 0192H) project in Contra Costa County, thereby reducing the original CMIA construction capital allocation of $19,300,000 to $10,771,000, to reflect contract award savings.

BACKGROUND:

At its June 2011, the Commission approved a Letter of No Prejudice (LONP) for the State Route 4 East Widening – Segment 2 (from Contra Loma Boulevard to Lone Tree Way, PPNO 0192H) project. Concurrent with the approval of this LONP request, the Commission also approved $5,900,000 CMIA construction support under Resolution CMIA-A-1011-008. In August 2011, the Commission approved Resolution CMIA-A-1112-006 allocating $19,300,000 in CMIA construction capital. The contract was awarded on October 11, 2011 with CMIA savings of $8,529,000.

The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that $19,300,000 in Corridor Mobility Improvement Account funds (304-6055) originally allocated under Resolutions CMIA-A-1112-006 and SLP1B-A-1112-02 for the State Route 4 East Widening – Segment 2 (from Contra Loma Boulevard to Lone Tree Way, PPNO 0192H) project in Contra Costa County, is hereby amended by $8,529,000, reducing the original CMIA construction capital amount to $10,771,000 in accordance with the attached revised vote box.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1f) Proposition 1B – State Administered Multi-Program CMIA/SLPP Projects on the State Highway System			**Resolution CMIA-AA-1112-011** Amending Resolution CMIA-A-1112-006 **Resolution SLP1B-AA-1112-04** Amending Resolution SLP1B-A-1112-02	
1 ~~$29,284,000~~ **$20,755,000** Department of Transportation MTC Contra Costa 04N-CC-4 26.6/27.5	In Antioch, on State Route 4 East, from Contra Loma Boulevard/L Street to Lone Tree Way/A Street. Widen from 4 to 8 lanes. Final Project Development: N/A Final Right of Way: N/A (Project Scope is consistent with the amended baseline agreement approved under Resolution CMIA-PA-1011-031 in June 2011.) (Future Consideration of Funding – Resolution E-10-10, February 2010.) (Contributions from other sources: ~~$58,016,000~~ **$27,962,000**.) **<u>Amend Resolutions CMIA-A-1112-006 and SLP1B-A-1112-02 to de-allocate $8,529,000 CMIA CONST to reflect award savings</u>** <u>Outcome/Output:</u> The combined Route 4 East Widening, from Somerville to Route 160 project [PPNO 0192F, 0192H and 0192I] will result in daily vehicle delay savings of about 8,600 hours.	04-0192H CMIA/10-11 CONST ~~$19,300,000~~ **$10,771,000** SLPP/10-11 CONST $9,984,000 0400020039 4 2285E4	2010-11 304-6055 CMIA 20.20.721.000 2011-12 304-6060 SLPP 20.20.724.000	~~$19,300,000~~ **$10,771,000** $9,984,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5g.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Division Chief
Local Assistance

Subject: **FINANCIAL ALLOCATION FOR FISCAL YEAR 2011-12 LOCAL BRIDGE SEISMIC RETROFIT LUMP SUM BOND FUNDS – FEDERAL MATCHING FUNDS RESOLUTION LSB1B-A-1112-01**

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the Resolution LSB1B-A-1112-01, allocating $5,151,256 of Fiscal Year (FY) 2011-12 Proposition 1B (Prop 1B) Local Bridge Seismic Retrofit Lump Sum bond funds.

ISSUE:

The Department is requesting authority to sub-allocate $5,151,256 of Prop 1B Local Bridge Seismic Retrofit funds as match for the projects identified on the attached list.

BACKGROUND:

On November 7, 2006, the voters of the State of California passed Prop 1B, which created the Local Bridge Seismic Retrofit Account (LBSRA). Upon appropriation by the Legislature, Prop 1B funds will be available to provide the 11.5 percent match for federal highway bridge funds. The Department requested allocations of $13,500,000 for FY 2007-08, $21,500,000 for FY 2008-09, and $12,200,000 for FY 2009-10. No Prop 1B funds allocation was requested for FY 2010-11.

The Department is requesting a lump sum allocation of $5,151,256 for FY 2011-12 to administer the LBSRA under the authority of the Commission.

Attached is a list of projects that the implementing agencies have requested be programmed in Federal FY 2011-12 totaling $5,151,256 of bond match needs. If this allocation request is approved, the Department will sub-allocate $5,151,256 of seismic Prop 1B match. The Department intends to sub-allocate funds to ready projects on a first-come, first-serve basis, including projects programmed outside the Federal FY 2011-12.

RESOLUTION:

Resolved, that $5,151,256 be allocated from the Budget Act of 2011, Budget Act Item 2660-104-6062 for Local Bridge Seismic Retrofit Program projects listed in the attachment.

ALLOCATION OF FUNDS FOR LOCAL ASSISTANCE 2011-12 FISCAL YEAR
(Dollars in Thousands)

2660-104-6062	**State**	**Federal**	**Total**
Bond Fund - Local Bridge Seismic Retrofit Account	$5,152	-	$5,152
Total Local Programs	**$5,152**	-	**$5,152**

Attachment

Ref. No : 2.5g.(4)
Dec. 14-15, 2011
Attachment

Local Bridge Seismic Retrofit Program
Projects Programmed for Proposition 1B
Local Bridge Seismic Retrofit Bond Match
Fiscal Year 2011-12

District	Agency	Bridge Number	Discription	Bond 2011/12
1	Mendocino County	10C0048	Moore Street, over West Branch Russian River	$5,735
2	Tehama County	08C0009	Bowman Road, over South Fork Cottonwood Creek	$802,900
3	Butte County	12C0120	Ord Ferry Road, over Sacramento River	$1,525,510
4	Antioch	28C0054	Wilbur Avenue, over Burlington Northern & Santa Fe Railway (BNSF RY) & Union Pacific Rail Road (UP RR)	$103,230
4	Larkspur	27C0150	Alexander Avenue, over abandoned Northwestern Pacific Rail Road	$37,278
4	Oakland	33C0148	23rd Avenue, over UP RR, BNSF RY, Amtrak, Bay Area Rapid Transit District (BARTD)	$5,735
4	Oakland	33C0202	Hegenberger Road, over BARTD, UP RR	$1,447,580
4	Oakland	33C0215	Leimert Blvd, over Sausal Creek	$28,675
4	San Francisco County Transportation Authority	YBI1	On east side of the Yerba Buena Island Tunnel at San Francisco Oakland Bay Bridge	$344,100
5	Santa Barbara	51C0250	Chapala Street, over Mission Creek, at Yanonali Street	$37,760
5	Santa Barbara County	51C0018	UP RR & Amtrak, over Hollister Avenue	$137,640
7	Los Angeles	53C0859	North Spring Street, over Los Angeles River	$229,400
7	Los Angeles County	53C0459	Wilmington Avenue 223, over Dominguez Channel	$186,388
8	Colton	54C0379	Barton Road, over UP RR	$51,615
8	Indio	56C0283	South Bond Indio Blvd, over UP RR & Amtrak	$207,710
			Total	**$5,151,256**

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5g.(7a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Robert Copp
Division Chief
Traffic Operations

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED TRAFFIC LIGHT SYNCRHRONIZATION PROGRAM PROJECTS RESOLUTION TLS1B-AA-1112-001, AMENDING RESOLUTION TLS1B-A-0809-001**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution TLS1B-A-0809-001 to de-allocate $175,726 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds from four projects in various Counties, thereby reducing the original TLSP allocation of $3,506,000 to $3,330,273 to reflect contract award savings.

BACKGROUND:

At its August 27, 2008 meeting, the Commission approved Resolution TLS1B-A-0809-001 allocating $3,506,000 TLSP funding for nine projects in various counties. The projects were awarded and there is a TLSP savings of $175,726. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that $3,506,000 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds originally allocated under Resolution TLS1B-A-0809-001 for nine projects in various counties, is hereby amended by $175,726, reducing the TSLP amount to $3,330,274, in accordance with the attached revised vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient Agency Dst-County RTPA/MPO	Corridor Name / Project Location	Dst-EA Prgm'd Amt Phase	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(7a)	**Financial Allocation Amendment - Proposition 1B - Traffic Light Synchronization Program**		**Resolution TLS1B-AA-1112-001** Amending Resolution TLS1B-A-0809-001	
1 ~~$266,000~~ **$265,024** City of San Marcos 11-San Diego SANDAG	In San Marcos, on Rancho Santa Fe Road, from Linda Vista Drive to Mission Road through SR 78. Outcome/Output: Enable ITS surveillance and traffic coordination through the installation of fiber optic interconnection and CCTV surveillance cameras along Rancho Santa Fe Road. Total Construction Cost: $336,000 **Amend Resolution TLS1B-A-0809-001 to de-allocate $976 to reflect award savings.**	11-212924 ~~$266,000~~ **$265,024** CONST	2008-09 104-6064 TLSP	~~$266,000~~ **$265,024**
2 ~~$267,000~~ **$183,182** City of Vista 11-San Diego SANDAG	In Vista, on South Melrose Drive, from Sunset Drive to the southern city limits. Outcome/Output: Install 2.74 miles of fiber optic cable and synchronize eight signalized intersections along South Melrose Drive. Total Construction Cost: $321,000 **Amend Resolution TLS1B-A-0809-001 to de-allocate $83,818 to reflect award savings.**	11-212934 ~~$267,000~~ **$183,182** CONST	2008-09 104-6064 TLSP	~~$267,000~~ **$183,182**
3 ~~$161,000~~ **$155,574** City of Vista 11-San Diego SANDAG	In Vista, on North Santa Fe Avenue, between Vista Village Drive and Osborne Street. Outcome/Output: Install 3.55 miles of fiber optic cable and synchronize 11 signalized intersections along North Santa Fe Drive. Total Construction Cost: $201,000 **Amend Resolution TLS1B-A-0809-001 to de-allocate $5,426 to reflect award savings.**	11-212944 ~~$161,000~~ **$155,574** CONST	2008-09 104-6064 TLSP	~~$161,000~~ **$155,574**
4 ~~$718,000~~ **$632,494** San Diego County 11-San Diego SANDAG	In Bonita, on Bonita Road, from Central Avenue to Bonita Christian Center Drive and from Sweetwater Road to San Miguel Road, on Briarwood Road from SR 54 ramps to Sweetwater Road, on Central Avenue from Sweetwater Road to Bonita Road, and on Sweetwater Road, from Bonita Road to Central Avenue and from Valley Road to Willow Road. Outcome/Output: Implement coordination timing between fourteen signals along the subject 2.75 mile combined lengths of roadways. Total Construction Cost: $1,473,000 **Amend Resolution TLS1B-A-0809-001 to de-allocate $85,506 to reflect award savings.**	11-212904 ~~$718,000~~ **$632,494** CONST	2008-09 104-6064 TLSP	~~$718,000~~ **$632,494**

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5g.(7b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Robert Copp
Division Chief
Traffic Operations

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED TRAFFIC LIGHT SYNCRHRONIZATION PROGRAM PROJECTS RESOLUTION TLS1B-AA-1112-002, AMENDING RESOLUTION TLS1B-A-0809-002**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution TLS1B-A-0809-002 to de-allocate $266,460 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds from two projects in various Counties, thereby reducing the original TLSP allocation of $10,920,000 to $10,653,540 to reflect contract award savings.

BACKGROUND:

At its September 24, 2008 meeting, the Commission approved Resolution TLS1B-A-0809-002 allocating $10,920,000 TLSP funding for five projects in various counties. The projects were awarded and there is a TLSP savings of $266,460. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that $10,920,000 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds originally allocated under Resolution TLS1B-A-0809-002 for five projects in various counties, is hereby amended by $266,460, reducing the TSLP amount to $10,653,540, in accordance with the attached revised vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient Agency Dst-County RTPA/MPO	Corridor Name / Project Location	Dst-EA Prgm'd Amt Phase	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(7b)	**Financial Allocation Amendment - Proposition 1B - Traffic Light Synchronization Program (TLSP)**		**Resolution TLS1B-AA-1112-002** Amending Resolution TLS1B-A- 0809-002	
1 ~~$1,165,000~~ **$912,414** City of Roseville 03-Placer SACOG	In Roseville, on Eureka Way from Willis Road to Sierra College Boulevard, on Sierra College Boulevard to the Sacramento County line, on Lead Hill Boulevard from North Sunrise Boulevard to East Roseville Parkway, on Cirby Way from Orlando Avenue to Old Auburn Road and on Rocky Ridge Drive from East Roseville Parkway to South Cirby Way. <u>Outcome/Output</u>: Improve signal timing and coordination on 5 major arterials using the new 2070 controllers and upgraded ITS equipment: Upgrade existing signalized intersections with ITS equipment and utilize signalized intersections that have recently been upgraded with 2070 controllers; install fiber optic cable to optimize traffic signal communications and improve the performance of the roadway system; and install CMS to allow the traveling public to make informed decisions regarding their travel options. Total Construction Cost: $1,294,000. **<u>Amend Resolution TLS1B-A-0809-002 to de-allocate $252,586 to reflect award savings.</u>**	03-0L1914 ~~$1,165,000~~ **$912,414** CONST	2008-09 104-6064 TLSP	~~$1,165,000~~ **$912,414**

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5g.(7c)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Robert Copp
Division Chief
Traffic Operations

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED TRAFFIC LIGHT SYNCRHRONIZATION PROGRAM PROJECTS RESOLUTION TLS1B-AA-1112-003, AMENDING RESOLUTION TLS1B-A-0809-003**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution TLS1B-A-0809-003 to de-allocate $399,324 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds from three projects in various Counties, thereby reducing the original TLSP allocation of $26,631,000 to $26,231,676 to reflect contract award savings.

BACKGROUND:

At its October 29, 2008 meeting, the Commission approved Resolution TLS1B-A-0809-003 allocating $26,631,000 TLSP funding for eleven projects in various counties. The projects were awarded and there is a TLSP savings of $399,324. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that $26,631,000 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds originally allocated under Resolution TLS1B-A-0809-003 for eleven projects in various counties, is hereby amended by $399,324, reducing the TSLP amount to $26,231,676, in accordance with the attached revised vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient Agency Dst-County RTPA/MPO	Corridor Name / Project Location	Dst-EA Prgm'd Amt Phase	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(7c)	**Financial Allocation Amendment - Proposition 1B - Traffic Light Synchronization Program (TLSP)**		**Resolution TLS1B-AA-1112-003** Amending Resolution TLS1B-A-0809-003	
1 ~~$4,488,000~~ **$4,424,021** City of Corona 08-Riv RCTC	In Corona – ATMS Phase II. Outcome/Output: Interconnect and synchronize traffic signals and construct a regional intelligent transportation system that improves traffic flow, reduces traffic delays and fuel consumption, and decreases emissions. Total Construction Cost: $5,511,000 **Amend Resolution TLS1B-A-0809-003 to de-allocate $63,979 to reflect award savings.**	08-0G0404 ~~$4,488,000~~ **$4,424,021** CONST	2008-09 104-6064 TLSP	~~$4,488,000~~ **$4,424,021**
2 ~~$478,000~~ **$335,387** City of Murrieta 08-Riv RCTC	On Murieta Hot Springs Road. Outcome/Output: Replace existing signal controllers to improve traffic flow, reduce traffic delays, decrease emissions, and relieve congestion. Total Construction Cost: $597,000 **Amend Resolution TLS1B-A-0809-003 to de-allocate $142,613 to reflect award savings.**	08-0G0414 ~~$478,000~~ **$335,386** CONST	2008-09 104-6064 TLSP	~~$478,000~~ **$335,387**
3 ~~$640,000~~ **$447,268** San Diego Association of Governments 11-SD SANDAG	In National City and Chula Vista – Interstate 805 Corridor. Outcome/Output: Increase arterial operational efficiency and safety, enhance corridor mobility and reduce intersection delays. Total Construction Cost: $790,000 **Amend Resolution TLS1B-A-0809-003 to de-allocate $192,732 to reflect award savings.**	11-212964 ~~$640,000~~ **$447,268** CONST	2008-09 104-6064 TLSP	~~$640,000~~ **$447,268**

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5g.(7d)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Robert Copp
Division Chief
Traffic Operations

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED TRAFFIC LIGHT SYNCRHRONIZATION PROGRAM PROJECTS RESOLUTION TLS1B-AA-1112-004, AMENDING RESOLUTION TLS1B-A-0809-004**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution TLS1B-A-0809-004 to de-allocate $154,921 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds from the City of Santa Clarita-Advanced System Detection Expansion project in Los Angeles County, thereby reducing the original TLSP allocation of $5,605,000 to $5,450,079 to reflect contract award savings.

BACKGROUND:

At its December 10, 2008 meeting, the Commission approved Resolution TLS1B-A-0809-004 allocating $5,605,000 TLSP funding for four projects in various counties. The project was awarded and there is a TLSP savings of $154,921. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that $5,605,000 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds originally allocated under Resolution TLS1B-A-0809-004 for four projects in various counties, is hereby amended by $154,921, reducing the TSLP amount to $5,450,079, in accordance with the attached revised vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient Agency Dst-County RTPA/MPO	Corridor Name / Project Location	Dst-EA Prgm'd Amt Phase	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(7d)	**Financial Allocation Amendment - Proposition 1B - Traffic Light Synchronization Program (TLSP)**		**Resolution TLS1B-AA-1112-004** Amending Resolution TLS1B-A-0809-004	
4 ~~$500,000~~ **$414,111** City of Santa Clarita LACMTA 07- Los Angeles	In Santa Clarita. Outcome/ Output: Install wireless system detectors that will be integrated into the City's existing web-based traveler information system. This project will result in an average reduction of 48 incidents per year with potential savings of $5,517,000, since it will provide advance information to users so that they can change their trip accordingly. Total Construction Cost: $600,000. **Amend Resolution TLS1B-A-0809-004 to de-allocate $154,921 to reflect award savings.**	07-4U4164L ~~$500,000~~ **$414,111** CONST	2007-08 104-6064 TLSP	~~$500,000~~ **$414,111**

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5g.(7e)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Robert Copp
Division Chief
Traffic Operations

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED TRAFFIC LIGHT SYNCRHRONIZATION PROGRAM PROJECTS RESOLUTION TLS1B-AA-1112-005, AMENDING RESOLUTION TLS1B-A-0809-006**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution TLS1B-A-0809-006 to de-allocate $439,104 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds from six projects in various Counties, thereby reducing the original TLSP allocation of $16,225,000 to $15,785,896 to reflect contract award savings.

BACKGROUND:

At its May 14 2009 meeting, the Commission approved Resolution TLS1B-A-0809-006 allocating $16,225,000 TLSP funding for ten projects in various counties. The projects were awarded and there is a TLSP savings of $439,104. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that $16,225,000 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds originally allocated under Resolution TLS1B-A-0809-006 for ten projects in various counties, is hereby amended by $439,104, reducing the TSLP amount to $15,785,896, in accordance with the attached revised vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient Agency Dst-County RTPA/MPO	Corridor Name / Project Location	Dst-EA Prgm'd Amt Phase	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(7e)	**Financial Allocation Amendment - Proposition 1B - Traffic Light Synchronization Program (TLSP)**		**Resolution TLS1B-AA-1112-005** Amending Resolution TLS1B-A-0809-006	
5 ~~$416,000~~ **$270,900** City of Santee SANDAG 11-San Diego	In Santee. Outcome/Output Upgrade signal traffic controllers and provide interconnect on Mission Gorge Road. Improve communication among traffic signals and to city hall. Signal coordination timing will be upgraded along the corridor, including Caltrans signals. The project will reduce delay and decrease emissions and congestion. Total Construction Cost: $520,000. **Amend Resolution TLS1B-A-0809-006 to de-allocate $145,100 to reflect award savings.**	11-956553 ~~$416,000~~ **$270,900** CONST	2007-08 104-6064 TLSP	~~$416,000~~ **$270,900**
6 ~~$116,000~~ **$80,680** City of Santee SANDAG 11-San Diego	In Santee. Outcome/Output: Upgrade signal traffic controllers and provide interconnect on Magnolia Avenue. Improve communication among traffic signals and to city hall. Signal coordination timing will be upgraded along the corridor, including Caltrans signals. The project will reduce congestion delay and decrease emissions and. Total Construction Cost: $145,000. **Amend Resolution TLS1B-A-0809-006 to de-allocate $35,320 to reflect award savings.**	11-956554 ~~$116,000~~ **$80,680** CONST	2007-08 104-6064 TLSP	~~$116,000~~ **$80,680**

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5g.(7f)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Robert Copp
Division Chief
Traffic Operations

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED TRAFFIC LIGHT SYNCRHRONIZATION PROGRAM PROJECTS RESOLUTION TLS1B-AA-1112-006, AMENDING RESOLUTION TLS1B-A-1011-002 AND TLS1B-A-0910-001**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution TLS1B-A-0910-001 to de-allocate $646,616 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds from two projects in various Counties, thereby reducing the original TLSP allocation of $19,481,000 to $18,834,384 to reflect contract award savings.

BACKGROUND:

At its January 13, 2010 meeting, the Commission approved Resolution TLS1B-A-0910-001 allocating $19,481,000 TLSP funding for eight projects in various counties. The projects were awarded and there is a TLSP savings of $646,616. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that $19,481,000 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds originally allocated under Resolution TLS1B-A-0910-001 for eight projects in various counties, is hereby amended by $646,616, reducing the TSLP amount to $18,834,384, in accordance with the attached revised vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient Agency Dst-County RTPA/MPO	Corridor Name / Project Location	Dst-EA Prgm'd Amt Phase	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(7f) Financial Allocation Amendment - Delivered List Allocations: Proposition 1B - Traffic Light Synchronization Program Projects			**Resolution TLS1B-AA-1112-006** Amending Resolution TLS1B-A-1011-002 and Resolution TLS1B-A-0910-001	
1 ~~$2,862,000~~ **$2,456,160** City of Sacramento SACOG 03-Sacramento	ITS Expansion Phase II. In Sacramento, on Florin Road, Folsom Boulevard, Fruitridge Road, Pocket Road/ Meadowview Road/Mack Road, Power Inn Road, West El Camino Avenue, and 65th Street/65th Street Expressway. Outcome/Output: Optimize and synchronize traffic signal timing and provide emergency vehicle preemption to reduce delays and emissions and improve safety. Total Construction Cost: $3,857,000. **Amend Resolution TLS1B-A-0910-001 to de-allocate $405,840 to reflect award savings.**	03-0L2124 CONST ~~$2,862,000~~ **$2,456,160**	2007-08 104-6064 TLSP	~~$2,862,000~~ **$2,456,160**
2 ~~$440,000~~ **$199,224** City of Culver City LACMTA 07-Los Angeles	In Culver City. Outcome/Output: Retiming all signalized locations. Benefits from a traffic signal optimization and synchronization effort has shown benefit cost rations that range from 15 to 40: 1 over the investment provided. Good movement as well as mass transit derives benefit from developing a highly responsive and efficient traffic signal control network on major and secondary roadways. Total Construction Cost: $550,000. **Amend Resolution TLS1B-A-0910-001 to de-allocate $240,776 to reflect award savings.**	07-4U4174L CONST ~~$440,000~~ **$199,224**	2007-08 104-6064 TLSP	~~$440,000~~ **$199,224**

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5g.(7h)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Robert Copp
Division Chief
Traffic Operations

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED TRAFFIC LIGHT SYNCRHRONIZATION PROGRAM PROJECTS RESOLUTION TLS1B-AA-1112-008, AMENDING RESOLUTION TLS1B-A-1011-001**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution TLS1B-A-1011-001 to de-allocate $2,681,595 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds from the Alameda CMA-San Pablo Corridor in Alameda County, thereby reducing the original TLSP allocation of $52,711,600 to $50,030,005 to reflect contract award savings.

BACKGROUND:

At its January 19, 2011 meeting, the Commission approved Resolution TLS1B-A-1011-001 allocating $52,711,600 TLSP funding for six projects in various counties. The project was awarded and there is a TLSP savings of 2,681,595. The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that $52,711,600 in Proposition 1B Traffic Light Synchronization Program (TLSP) funds originally allocated under Resolution TLS1B-A-1011-001 for six projects in various counties, is hereby amended by $2,681,595, reducing the TSLP amount to $50,030,005, in accordance with the attached revised vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient Agency Dst-County RTPA/MPO	Corridor Name / Project Location	Dst-EA Prgm'd Amt Phase	Budget Year Item # Fund Type	Amount by Fund Type
2.5g.(7h) Financial Allocation Amendment - Delivered List Allocations: Proposition 1B - Traffic Light Synchronization Program (TLSP) Projects			**Resolution TLS1B-AA-1112-008** Amending Resolution TLS1B-A-1011-001	
1 ~~$21,400,000~~ **$18,718,405** Alameda County Congestion Management Agency MTC 04-Alameda	In Alameda and Contra Costa Counties. Outcome/Output: Install signal interconnects on crossing arterials, emergency vehicle preemption Transit Signal Priority system on crossing arterial intersections, trailblazers for incident management, closed circuit television pan-tilt-zoom cameras at various locations, system wide detections system, additional left-turn movement at Powell Street and I-80 westbound on-ramp, incident management at various locations, pedestrian push buttons at various locations, various traffic improvements (including pedestrian signals, left turn signals, transit information signs, speed feedback signs), LCD television and kiosk Total Construction Cost: $21,679,000. **Amend Resolution TLS1B-A-1011-001 to de-allocate $2,681,595 to reflect award savings.**	04-925692L $17,679,000 CONST	2010-11 104-6064 TLSP	**~~$21,400,000~~** **$18,718,405**

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.9a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION – RESOLUTION FP-10-34**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission approve a technical correction to Resolution FP-10-34, originally approved June 23, 2011, for $55,500,000 for the I-10/605 Interchange Improvement Design-Build procurement method project programmed in the 2010 State Highway Operation and Protection Program (SHOPP) and a four-month extension for Design Build Authorization.

ISSUE:

The attached vote list describes the I-10/605 Interchange Improvement Design-Build procurement method project for $55,500,000, programmed in the 2010 State Highway Operation and Protection Program (SHOPP). A technical correction is needed to add "Waiver DB-11-01", to the book item and the attachment, for the four-month extension of the Design-Build Authorization that was also approved through October 31, 2011, by the Commission.

The required changes are reflected in strikethrough and bold, on the attached documents.

Attachments

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: June 22-23, 2011
(Technically Corrected December 14-15, 2011)

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**
RESOLUTION FP-10-34
WAIVER DB-11-01

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $55,500,000 for the I-10/605 Interchange Improvement Design-Build procurement method project programmed in the 2010 State Highway Operation and Protection Program (SHOPP). The Department also recommends that the Commission approve a four-month extension of the Design-Build Authorization to October 31, 2011.

ISSUE:

The attached vote list describes one SHOPP project totaling $55,500,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

Per CTC Resolution G-10-04 approved on February 24, 2010, the I-10/605 Interchange Improvement Project was authorized for the Design-Build Demonstration Program. When authorized, each project is allotted 18 months to achieve award. The authorization to use design-build for this project is scheduled to lapse on August 24, 2011.

The Request for Qualifications for this project was released on January 5, 2011. Statements of Qualifications were received on February 11, 2011 and Prequalification firms were announced on March 25, 2011. The Request for Proposals for the I-10/605 project is scheduled to be released in June 2011. It is anticipated that the project will be awarded in October 2011.

FINANCIAL RESOLUTION:

Resolved, that $55,500,000 be allocated from the Budget Act of 2009, Budget Act Item 2660-302-0890 for the one SHOPP project described on the attached vote list.

The Department has complied with the National Environmental Policy Act and the California Environmental Quality Act requirements in preparing these projects.

Attachment

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID AdvPhase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(3)	**I-10/605 Interchange Improvement Project in Los Angeles County**			**Resolution FP-10-34**
1 $55,500,000 Los Angeles 07S-LA-10 31.1/32.3	In Baldwin Park, at Route 605. Outcome/Output: Design and construct a connector and reconstruct connectors to reduce weaving and improve vehicle operations. **(A concurrent four-month extension for Design-Build Authorization to October 31, 2011 under Waiver DB-11-01; June 2011.)**	07-3529 SHOPP/10-11 $55,5000,000 0700000431 4 245404	2009-10 302-0890 FTF 20.20.201.310	$55,500,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.9b.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Division Chief
Local Assistance

Subject: **TECHNICAL CORRECTION TO PREVIOUSLY APPROVED RESOLUTION – RESOLUTION SLP1B-AA-1112-02, AMENDING RESOLUTION SLP1B-A-0910-04**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) approve a technical correction to Resolution SLP1B-AA-1112-02, originally approved September 15, 2011, to amend Resolution SLP1B-A-0910-04 to de-allocate $173,000 in Proposition 1B (Prop 1B) State-Local Partnership Program (SLPP) funds from the Road 200 Reconstruction and Widening Phase 2A project in Madera County, thereby reducing the original SLPP allocation from $544,000 to $371,000, to reflect contract award savings.

ISSUE:

In May 2010, under Resolution SLP1B-A-0910-04, the Commission approved $544,000 of Prop 1B SLPP bond funds for the construction phase of the Road 200 Reconstruction and Widening Phase 2A project from Budget Year 2008-09. However, in September 2011, under Resolutions SLP1B-AA-1112-02, the incorrect budget year was listed in the vote box when requesting a de-allocation of funds due to contract award savings. A technical correction is needed to revise the budget year from 2009-10 to 2008-09 in the vote box. There is no change to the book item memorandum.

The required changes are reflected in strikethrough and bold, on the vote list attachment.

Attachment

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: September 15, 2011
Technically Corrected December 14-15, 2011

Reference No.: 2.5g.(10d)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Division Chief
Local Assistance

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR LOCALLY ADMINISTERED PROPOSITION 1B SLPP PROJECTS OFF THE STATE HIGHWAY SYSTEM RESOLUTION SLP1B-AA-1112-02, AMENDING RESOLUTION SLP1B-A-0910-04**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) amend Resolution SLP1B-A-0910-04 to de-allocate $173,000 in Proposition 1B (Prop 1B) State-Local Partnership Program (SLPP) funds from the Road 200 Reconstruction and Widening Phase 2A project in Madera County, thereby reducing the original SLPP allocation from $544,000 to $371,000, to reflect contract award savings.

BACKGROUND:

In May 2010, the Commission approved $544,000 of Prop 1B SLPP bond funds under Resolution SLP1B-A-0910-04 for the construction phase of the Road 200 Reconstruction and Widening Phase 2A project. In July 2011, the project was awarded for $742,000 ($371,000 of Prop 1B SLPP funds and $371,000 of local matching funds). The contract has been awarded with a savings of $346,000.

The necessary changes are reflected in strikethrough and bold on the attached revised vote list.

RESOLUTION:

Be it Resolved, that $544,000 in Proposition 1B (Prop 1B) State-Local Partnership Program (SLPP) funds (104-6060) originally allocated under Resolution SLP1B-A-0910-04 for the construction phase of the Road 200 Reconstruction and Widening Phase 2A project in Madera County, is hereby amended by $173,000, reducing the amount of SLPP funds allocated for construction to $371,000, and reducing the total amount for construction to $742,000 ($371,000 of Prop 1B SLPP funds and $371,000 of local matching funds) in accordance with the attached revised vote list.

Attachment

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10d) Financial Allocation Amendment - Proposition 1B – Locally-Administered State & Local Partnership Program (SLPP) Projects off the State Highway System Amending Resolution SLP1B-A-0910-04			**Resolution SLP1B-AA-1112-02**	
1 ~~$544,000~~ $371,000 Madera County MCTC 06-Madera	Reconstruction and widening of Road 200 from 1,400 feet southwest of Leprechaun Lane to 500 feet southwest of the Fine Gold Creek Bridge. The project also includes relocation of affected utilities, replacement of the Ladd Creek Bridge and construction of drainage facilities within the right-of-way. (Future Consideration of Funding - Resolution E-10-29, April 2010.) (Contributions from local sources: $~~7,056,000~~ $371,000) <u>Amend Resolution SLP1B-A-0910-04 to de-allocate $173,000 CONST to reflect contract award savings.</u> <u>Outcome/Output</u>: These improvements will significantly increase safety along the facility by eliminating tight curves and widening the roadway; thereby reducing the potential for collisions for travelers and the affected communities of Madera County.	SLPP/09-10 CONST ~~$544,000~~ $371,000 ~~0000000000~~ 0600020325 4C3004L	~~2009-10~~ **2008-09** 104-6060 SLPP 20.30.210.200	~~$544,000~~ $371,000

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14-15, 2011

Reference No.: 2.2c.(2)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING FINAL ENVIRONMENTAL IMPACT REPORT FOR THE STATE ROUTE 4 BYPASS PROJECT (RESOLUTION E-11-89)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR), Supplemental Environmental Impact Report (SEIR), Addenda 6-9, Findings of Fact and Statement of Overriding Considerations for the State Route 4 Bypass Project (Project) in Contra Costa County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the FEIR, SEIR, Addenda 6-9, Findings of Fact and Statement of Overriding Considerations and approve the project for future consideration of funding.

BACKGROUND:

The State Route 4 Bypass Authority (Authority) is the CEQA lead agency for the project. The project consists of a 9.3 mile limited access highway. The project will widen the State Route Bypass (SR4 Bypass) from two lanes to four lanes from south of the completed interchange at Laurel Road in Antioch to Sand Creek Road in Brentwood. The project will also construct the Sand Creek Road Interchange, including the extension of Sand Creek Road to west of the SR4 Bypass intersection.

The overall project for which the FEIR covers will result in significant unavoidable impacts to land use, noise, biological resources, cultural resources, traffic/transportation, and air quality. Findings of Fact were developed which provide that mitigation measures and/or alternatives to the proposed project that would substantially reduce or avoid these significant unavoidable impacts are infeasible. Specifically, the overall project would result in removal and relocation of existing residential and commercial land uses; loss of prime agricultural land along the length of the right-of-way currently in agricultural production; substantially increase noise in the vicinity of the Bypass right-of-way and along Marsh Creek Road; possibly impact adjacent structures that have the potential to qualify for the National Register of Historic Places; and induce growth in East Contra Costa County.

On October 14, 2004, the Authority found that there were several benefits that outweigh the unavoidable adverse environmental effects of the project. These benefits include, but are not limited to, achieving the planned and approved development in East County by adding additional transportation capacity; adding additional jobs and housing through proposed developments in unincorporated Contra Costa County; providing transportation improvements to accommodate the needs identified in the individual general plans that guide the County and Cities of Antioch; providing a well-balanced and planned transportation network that will accommodate anticipated employment and residential growth and help relieve congested roadways; and balance land uses by providing a new route for SR 4 that bypasses the communities of Antioch, Oakley, and Brentwood in order to alleviate traffic-related noise and congestion on local streets pursuant to the adopted general plans for Antioch, Brentwood, and Contra Costa County and Caltrans adopted Route Concept Report for SR 4.

The Authority established a Mitigation Monitoring Program to ensure that the mitigation measures specified for the project are implemented. On November 1, 2011 the Authority provided written confirmation that the preferred alternative set forth in the final environmental document is consistent with the project programmed by the Commission. A concurrent CMIA Baseline will add this project into the scope of the existing SR 4-East (Somersville to 160) Widening project thereby establishing this as the fifth segment of the Baseline Agreement.

The project is estimated to cost $41.162 million and is programmed with State ($33 million) funds and Local ($8.162 million) funds. Construction is estimated to begin in fiscal year 2011/12.

Attachment
- Resolution E-11-89
- Findings of Fact & Statement of Overriding Considerations
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
04 – Contra Costa County
Resolution E-11-89

1.1.1 **WHEREAS,** the State Route 4 Bypass Authority (Authority) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- State Route 4 Bypass Project

1.2 **WHEREAS,** the Authority has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS,** the project will construct a 9.3 mile limited access highway. The project will widen the State Route 4 Bypass from two lanes to four lanes and construct the Sand Creek Road Interchange in the Cities of Antioch and Brentwood, Contra Costa County; and

1.4 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and

1.5 **WHEREAS,** Findings of Fact made pursuant to CEQA guidelines indicate that specific unavoidable significant impacts related to land use, noise, biological resources, cultural resources, traffic/transportation, and air quality make it infeasible to avoid or fully mitigate to a less than significant level the effects associated with the project; and

1.6 **WHEREAS,** the Authority adopted a Statement of Overriding Considerations for the project; and

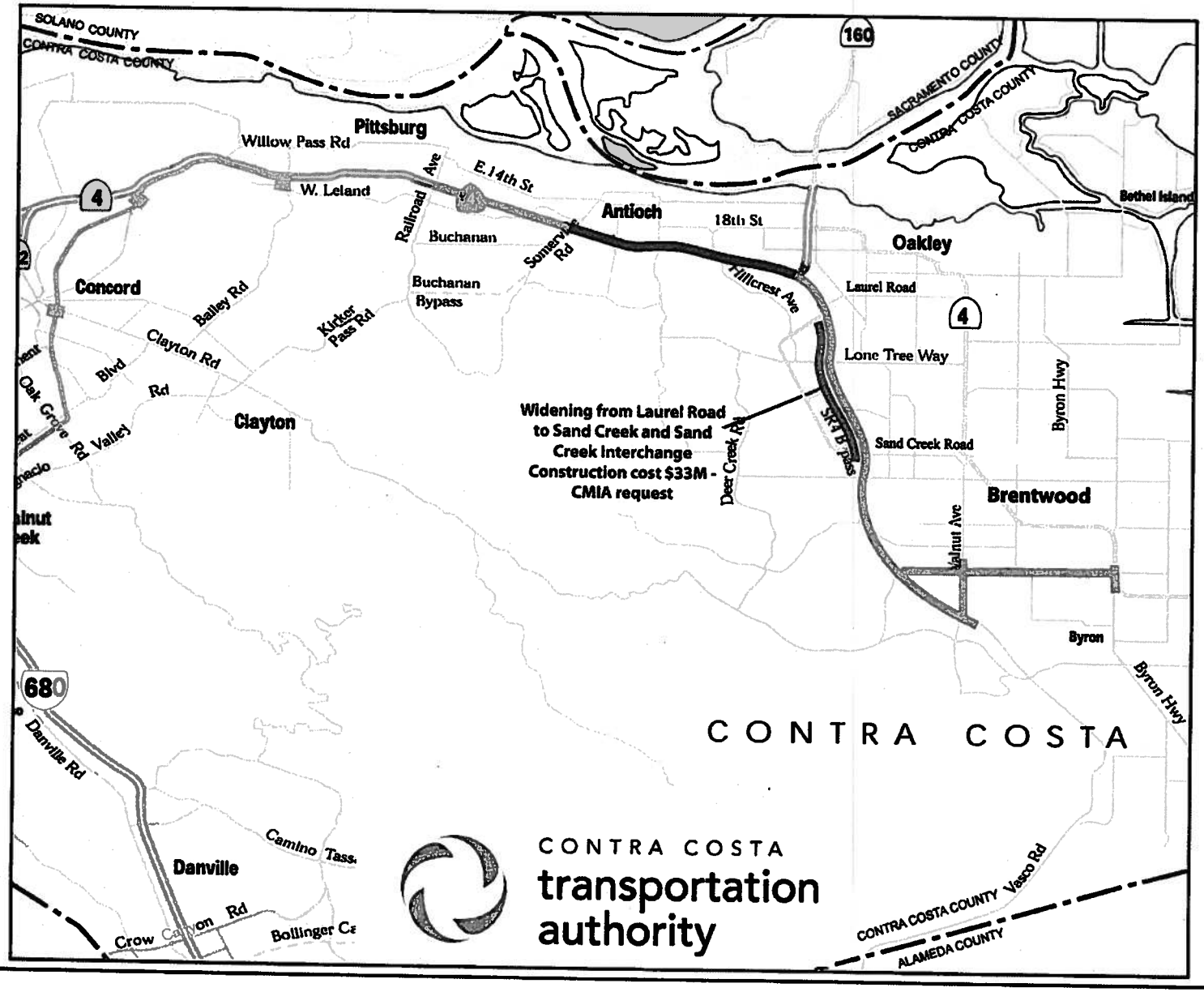
1.7 **WHEREAS,** the Authority adopted a Mitigation Monitoring Program for the project; and

1.8 **WHEREAS,** the above significant effects are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report, Findings of Fact and Statement of Overriding Considerations and approve the above referenced project to allow for future consideration of funding.

State Route 4 East Corridor

Contra Costa County, California



CONTRA COSTA transportation authority

5/19/2011

ENVIRONMENTAL IMPACT REPORT

STATE ROUTE 4 BYPASS PROJECT

EXHIBIT A: FINDINGS OF FACT

STATE ROUTE 4 BYPASS AUTHORITY

OCTOBER 14, 2004

EXHIBIT A: FINDINGS OF FACT

SECTION A: INTRODUCTION

The California Environmental Quality Act (CEQA), Public Resources Code section 21000, *et seq.*, and the CEQA Guidelines, Cal. Code of Regulations, title 14, section 15000, *et seq.* state that a public agency must prepare an environmental impact report (EIR) if a proposed project would have a significant effect on the environment. When an EIR has been prepared for a project, the agency does not need to prepare a subsequent or supplemental EIR unless one or more of the following events occurs:

1. Substantial changes are proposed in the project which will require major revisions of the EIR,

2. Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR, or

3. New information, which was not known and could not have been known at the time the EIR was certified as complete, becomes available.

(Pub. Res. Code §§ 21002.1, 21166 and 21166; CEQA Guidelines §§ 15080-15081.5 and 15162(a).)

The Agency may choose to prepare a supplement to an EIR (SEIR) rather than a subsequent EIR if:

1. Any of the conditions described in section 15162 of the CEQA Guidelines would require the preparation of a subsequent EIR, and

2. Only minor changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

(Pub. Res. Code §§ 21083, 21087 and 21166; CEQA Guidelines § 15163.)

Under CEQA, if a project will have a significant effect on the environment, the agency cannot approve the project unless it adopts mitigation measures that would substantially lessen the significant effects. However, an agency may refuse to adopt proposed mitigation measures where specific economic, social or other considerations make such mitigation infeasible. (Pub. Res. Code §§ 21002, 21081; CEQA Guidelines §15091.) In such a case, the agency must adopt a Statement of Overriding Considerations that provides that specific overriding economic, social or other considerations outweigh the project's significant, unmitigated impacts. (Pub. Res. Code §21081; CEQA Guidelines § 15093.)

This document presents the Findings of Fact (Findings) for the State Route 4 Bypass Authority's (Authority) approval of the Final SEIR and Statement of Overriding Considerations.

Pursuant to CEQA, the Authority determined that there is no feasible mitigation measure for the highway project's environmental impacts on agricultural lands.

SECTION B: PROJECT DESCRIPTION

The State Route 4 (SR4) Bypass Project (Bypass) is located in the cities of Antioch, Brentwood and Oakley, California and in unincorporated areas of eastern Contra Costa County. The Bypass is being constructed in three segments. Construction of Segment 1, which extends from SR4/160 to Lone Tree Way, is scheduled to start in spring 2005. Construction of Segment 2, which extends from Lone Tree Way to Balfour Road, was completed in 2002. Segment 3 (the "project") extends from Balfour Road to an intersection with Marsh Creek Road, where the project splits into two sections. A two-lane expressway facility (i.e., Vasco Road Extension) will continue southward from the intersection, connecting with Vasco Road. The Bypass will continue eastward on Marsh Creek Road and will connect with existing SR4 at Byron Highway. The proposed design of Segment 3 is the subject of these Findings of Fact.

Eastern Contra Costa County is experiencing significant residential growth due to the availability of land, proximity to job centers, and the need for affordable housing. This growth has been acknowledged in the Contra Costa County General Plan and the General Plans of each of the cities in eastern Contra Costa County. The result of this projected growth will be increasing traffic demands on SR4 and the local roadway network.

SR4 is a regional route connecting the San Francisco Bay Area with California's Central Valley. The existing portion of SR4 through Brentwood and Oakley is an at-grade, limited-capacity highway located adjacent to schools, shopping centers, and residences with direct access to the highway. Due to its current alignment and the proximity of many residences and businesses, it is impractical and not economically feasible to widen the existing SR4 roadway.

The primary purpose of the Bypass, as described in the 1994 Final EIR (FEIR), is to relocate the existing SR4 as a regional route outside of the urban areas of Brentwood and Oakley. The construction of a limited-access Bypass with improved east-west connections to SR4 would improve regional circulation through eastern Contra Costa County and provide a more balanced distribution of current and future traffic over the local road network in this area. The primary purpose and need for the project has not changed since 1994.

These Findings of Fact are in response to the potential environmental impacts associated with changes to the design of Segment 3 of the proposed project. The proposed changes would not result in any substantial increases in the severity of previously identified significant impacts. Consequently, major revisions to the 1994 FEIR are not required. However, new information that was not known and could not have been known at the time the EIR was certified as complete, became available. Therefore, the appropriate level of analysis for the changes being proposed is a

supplement to the 1994 FEIR. This conclusion is based on the information provided in the 1994 FEIR and the SEIR.

PROJECT LOCATION

Segment 3 of the Bypass would extend from Balfour Road southward to Marsh Creek Road where it would proceed eastward along Marsh Creek Road and rejoin the existing SR4 at Byron Highway. A two-lane expressway facility will also be constructed thereby extending Vasco Road from its current terminus at Walnut Avenue northward to the proposed Bypass/Marsh Creek Road intersection.

PROPOSED ACTION

The 1993 Draft EIR (DEIR) and 1994 FEIR stated that the project would be constructed in two phases. For Segment 3, Phase I would construct a two-lane limited access expressway from Balfour Road to a modified intersection at Marsh Creek Road, including at-grade intersections. Phase I would also upgrade Marsh Creek Road so that it could function as an east-west connector to existing SR4. Under Phase II, the portion of the Bypass south of Balfour Road would remain a two-lane facility, and no additional improvements beyond those identified under Phase I would be made along Marsh Creek Road or at the intersections of Balfour Road, Marsh Creek Road, Walnut Boulevard and Byron Highway (SR4).

The basic design of the Bypass south of Balfour Road has not changed and still includes a two-lane facility with improvements to Marsh Creek Road as described above. Intersections at Balfour Road, Marsh Creek Road, Walnut Boulevard and Byron Highway will also be improved as originally proposed. Modifications to the project that were not included as part of the previous environmental analysis include:

1. **Modification of precise alignment.** Subsequent to the completion of the 1994 FEIR, a precise alignment was adopted for the mainline of the Bypass. The Authority now proposes to modify the location and alignment of the Marsh Creek Road intersection with the Bypass. Consequently, there is a need to acquire a right-of-way (ROW) outside of the original identified ROW corridor. As a result, some of the land previously identified for acquisition will no longer be acquired. The Authority intends to adopt a new precise alignment for the entire Bypass following certification of the SEIR.

2. **Marsh Creek Road.** The 1994 FEIR analyzed a 110-foot straight corridor along Marsh Creek Road. The Authority proposes to refine the alignment of Marsh Creek Road, adding gentle radius curves as part of the proposed upgrades to reduce impacts to utilities and properties. Portions of the proposed 110-foot corridor would curve outside of the area analyzed in the 1994 FEIR.

Additionally, the Authority proposes for acquisition new areas for intersection improvements, detention basins and drainage facilities beyond the 110-foot corridor analyzed in 1994. The proposed refinements are:

- Modifications to the Marsh Creek Road/Orchard Lane intersection;
- Improvements to the Marsh Creek Road/Bypass intersection;
- Improvements to the Marsh Creek Road/Walnut Boulevard intersection;
- Improvements to the Marsh Creek Road/Sellers Avenue intersection;
- Improvements near the Marsh Creek Road/Union Pacific Railroad intersection;
- Improvements near the intersection of Marsh Creek Road and the Byron-Bethany Irrigation District Canal;
- Improvements to the Marsh Creek Road/Byron Highway intersection; and
- Three detention basins located between Walnut Boulevard and Byron Highway.

Following improvements, a typical section of Marsh Creek Road will consist of two borders up to 33 feet, two 10-foot shoulders and two 12-foot travel lanes.

3. **Orchard Lane.** The 1994 FEIR anticipated that Orchard lane would continue to connect to Marsh Creek Road at its current location. The Authority now proposes to modify the Bypass alignment and location of the Marsh Creek Road/Bypass intersection farther east to a location where access to Marsh Creek Road from Orchard Lane can no longer be provided in its current location. The Authority, which proposed two alternatives for Orchard Lane, now adopts Alternative A:

   - Alternative A: Elimination of Orchard Lane connection to Marsh Creek Road and the construction of a cul-de-sac design at the southern terminus of Orchard Lane.
   - Alternative B: A re-alignment of Orchard Lane along the northern property line of the five parcels that front Marsh Creek Road to the east of the existing intersection with Orchard Lane.

4. **PG&E.** The Authority proposed the relocation of many utilities as discussed in the 1994 FEIR. The Authority now proposes to relocate two PG&E 60Kv utilities and other utilities as required through coordination with respective utility companies. Action pursuant to California Public Utilities Commission GO-131D filing requirements is required prior to relocation.

PROJECT LIFESPAN

The proposed changes to the Bypass would operate indefinitely.

SECTION C: PROJECT HISTORY

The Bypass is under the jurisdiction of the Authority. The Authority has served as the CEQA lead agency for previous Bypass projects and is the lead agency for the currently proposed project involving Segment 3 (Project).

In October 1993, the Authority released the Bypass DEIR for public review. A 60-day public review period began on November 2, 1993, and closed on January 3, 1994. An FEIR was prepared in November 1994 and on December 8, 1994, the Authority held public hearings on the Bypass and supporting environmental documents. The Authority approved the project and certified the FEIR on December 3, 1994. Since that time five Addenda have been prepared and adopted by the Authority.

An addendum adopted on December 13, 1994, addressed a proposed modification to the connection from Marsh Creek Road to existing SR4. The proposed modification that was addressed by this addendum is no longer being pursued. In November 1997, the Authority certified an addendum to consider the effects of a variety of long-range area planning projects on the preferred alternative alignment for Segment 3. In December 1998, the Authority approved an addendum to address the modified construction phasing plan which involved construction of Segment 2 as a first phase. In January 2003, a fourth addendum addressed modifications to the Lone Tree Way Interchange. In November 2003, a fifth addendum was prepared to address modifications to Segment 1 of the Bypass.

SECTION D: THE RECORD

For purposes of CEQA and the Findings hereinafter set forth, the administrative record for the Project consists of the following:

(a) All non-privileged relevant staff reports, memoranda, maps, minutes and other planning documents prepared by or for the Authority relating to the Project and which are available to the public in accordance with the California Public Records Act;

(b) The Initial Study prepared for the Bypass, all subsequent CEQA documents prepared for the Project and all documents on which the CEQA documents rely by reference, including all documents collectively representing the SEIR;

(c) All written comments, inquiries, responses and testimony concerning the CEQA documents received by the Authority from public agencies and interested members of the public concerning the Project, up to the end of the period to provide comments, and any written comments and responses from the Authority;

(d) Testimony, including comments on the Authority and SEIR, received by the Authority at all noticed public hearings;

(e) Documents submitted in association with the Project, describing the Project and/or related development projects and supporting or augmenting the environmental documents prepared pursuant to CEQA for the Project and/or related development projects;

(f) Any documents embodying any action by the Authority on the Project, including staff reports, statements of decision and resolutions and the minutes of public hearings, meetings and workshops on the Project;

(g) These Findings of Fact adopted in connection with the Project;

(h) All other information including documents or testimony developed by or submitted to the Authority, consultants for the Authority, or other agencies supporting or augmenting the environmental documents prepared pursuant to CEQA.

SECTION E: DISCRETIONARY ACTIONS

The discretionary actions for the Project involve the following approvals by the Authority:

(a) Adoption of SEIR;

(b) Adoption of these Findings of Fact and Statement of Overriding Considerations;

(c) Modify the location and alignment of the Marsh Creek Road Intersection with the Bypass and acquire a ROW outside of the original identified ROW corridor;

(d) Refine the alignment of Marsh Creek Road;

(e) Modify Orchard Lane; and

(f) Relocate two PG&E 60Kv utilities and other utilities are required through coordination with respective utility companies.

These findings are made by the Authority pursuant to sections 15091 and 15096 of the California Code of Regulations, Title 14 (i.e., CEQA Guidelines). The Authority finds that where more than one reason exists for any finding, each reason independently supports these findings.

SECTION F: THE SUPPLEMENT TO THE 1994 FEIR

Pursuant to section 15163(b) of the CEQA Guidelines, an SEIR need contain only the information necessary to make the previous EIR adequate for the project as revised. Pursuant to section 15163(e), when the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the SEIR. A finding under section 15091 shall be made for each significant impact shown in the previous EIR as revised.

SECTION G: TERMINOLOGY OF FINDINGS

Section 15091 of the CEQA Guidelines requires that for each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three allowable conclusions. The first is that "[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR." The second potential finding is that "[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency." The third permissible conclusion is that "[s]pecific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR."

For purposes of these findings the term "mitigation measures" shall constitute the "changes or alterations" discussed above. The term "avoid or substantially lessen" will refer to the effectiveness of one or more of the mitigation measures or alternatives to reduce an otherwise significant environmental effect to a less than significant level. Although section 15091, read literally, does not require findings to address environmental effects that an EIR identifies as merely "potentially significant," these findings will nevertheless fully account for all such effects identified in the EIR for the Project.

In the process of adopting mitigation, the Authority also will decide whether the mitigation proposed in the EIR is "infeasible." Pursuant to the CEQA Guidelines, "'feasible' means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."

SECTION H: LEGAL EFFECT OF FINDINGS

All feasible mitigation measures that avoid or substantially lessen the significant effects of the Project and that are adopted are binding on the Authority and its assigns or successors in interest at the time of approval of the Project.

SECTION I: MONITORING PROGRAM

As required by Public Resources Code section 21081.6, the Authority, in adopting the 1994 Findings, also adopted a monitoring and reporting program designed to ensure that during implementation of the Project, all responsible parties implement the adopted mitigation measures. The Authority finds that the 1994 monitoring program applies to the Project.

Certain of the mitigation measures being adopted by the Authority must be implemented by either the Authority, the Cities of Antioch, Brentwood or Oakley or other agencies, and other agencies have primary responsibility for monitoring compliance with certain mitigation measures. (See Appendix B.) The Authority will monitor compliance with all mitigation measures, including those that are the responsibility of other agencies. In the event that the Authority determines that other agencies are not fulfilling their monitoring responsibilities, the Authority will, to the extent legally feasible, ensure that monitoring and reporting obligations are otherwise fulfilled.

SECTION J: FINDINGS ON SIGNIFICANT EFFECTS AND MITIGATION MEASURES

1. Findings Concerning Land Use Impacts:

Impact III.B.1: Remove or relocate existing residential and commercial land uses. The current design would require removing/relocating fruit/vegetable stands and a shed elsewhere within the same properties. As currently proposed, the Project will not impact existing residences.

> **Significance of the Impact:** As set forth in the Final SEIR at pages 8 and 9, this impact is considered potentially significant. The following mitigation measure would not reduce the adverse effects of the impact to below the level of significance.
>
> **Mitigation Measure III.B.1:** The measures identified in the 1994 FEIR at III.B.1 (see Appendix B) apply. In addition, the current design would require removing/relocating fruit/vegetable stands and a shed elsewhere within the same properties. The property owners will be compensated as part of the acquisition process to cover the cost associated with the removal/relocation of the three stands and the shed.

Findings Concerning Adopted Mitigation Measure: The Authority finds that the above-stated mitigation measure is incorporated in the conditions of approval for the Project.

Level of Significance After Adoption of Mitigation Measure: Unavoidably significant.

Impact III.B.2: Convert prime farmland, unique farmland or farmland of statewide importance to non-agricultural use.

Significance of the Impact: As set forth in the Final SEIR at pages 11 and 12, this impact is considered potentially significant. The following mitigation measure would not reduce the adverse effects of the impact to below the level of significance.

Mitigation Measure III.B.2: The Authority will provide mitigation for farmland impacts through the acquisition of agricultural easements to confirm the property stays in agriculture, or through the payment of an agricultural mitigation fee to the Brentwood Agricultural Land Trust or the Contra Costa County Resource Conservation District for a total contribution not to exceed $500,000.

The mitigation for farmland impacts shall be implemented prior to the completion of the Project.

All other mitigation measures from the 1994 FEIR that are related to land use remain unchanged.

Findings Concerning Adopted Mitigation Measure: The Authority finds that the above-stated mitigation measure is incorporated in the conditions of approval for the Project.

Level of Significance After Adoption of Mitigation Measure: Unavoidably significant.

Impact III.B.4: Future addition of trails or other amenities at Cowell Ranch State Park.

Significance of the Impact: As set forth in the Final SEIR at page 11, this impact is considered less than significant, and no additional mitigation measures are required.

2. <u>Findings Concerning Noise Impacts:</u>

Impact III.F.1: Increase construction-noise in the vicinity of the Project.

Significance of the Impact: As set forth in the Final SEIR at pages 12 and 13, construction-noise was considered potentially significant in the 1994 FEIR, and

the adopted changes to the design of the roadway will not result in new impacts. Consequently, no impacts in addition to those identified in the 1994 FEIR would occur, and there are no increases in the significance of previously identified impacts. However, the *State Route 4 Bypass, Segment 3 Noise Impact Study* that was completed for in March 2004 (noise study) identifies additional measures to mitigate construction-noise impacts to below the level of significance.

Mitigation Measure III.F.1: Each of the following measures, which were identified in the 2004 noise study, provide additional or more specific mitigation related to construction-noise impacts as compared to the 1994 FEIR:

- Noise-generating activities at the construction site or in areas adjacent to the construction site associated with the project in any way should be restricted to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturdays. No construction activities should occur on Sundays or holidays.

- Equip all internal combustion engine -driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

- Unnecessary idling of internal combustion engines should be strictly prohibited.

- Avoid staging of construction equipment within 200 feet of residences and locate all stationary noise-generating construction equipment, such as air compressors and portable power generators, as far as practical from existing noise sensitive receptors. Construct temporary barriers to screen stationary noise generating equipment when located in areas adjoining noise sensitive land uses.

- Utilize "quiet" air compressors and other stationary noise sources where technology exists.

- Route all construction traffic to and from the project site via designated truck routes. Prohibit construction related heavy truck traffic in residential areas where feasible. Prohibit construction truck traffic in the project vicinity during non-allowed hours.

- Notify adjacent residents to the project site of the construction schedule in writing.

- Designate a "noise disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and would require that

reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule. (The City of Brentwood should be responsible for designating a noise disturbance coordinator and the individual project sponsor should be responsible for posting the phone number and providing construction schedule notices).

Findings Concerning Adopted Mitigation Measure: The Authority finds that the above-stated mitigation measure is incorporated in the conditions of approval for the Project.

Level of Significance After Adoption of Mitigation Measure: Less than significant.

Impact III.F.2: Increase long-term noise in the vicinity of the Project.

Significance of the Impact: As set forth in the Final SEIR at pages 12 and 13, long-term noise impacts were considered potentially significant in the 1994 FEIR, and the adopted changes to the design of the roadway will not result in new impacts. Consequently, no impacts in addition to those identified in the 1994 FEIR would occur, and there are no increases in the significance of previously identified impacts. Additional mitigation measures will not reduce the impact to a level below significance.

Mitigation Measure III.F.2: The measures identified in the 1994 FEIR at III.F.2 (see Appendix B) apply.

In addition, rubberized asphalt will be used to alleviate noise impacts as much as possible. Dual-paned glass windows could also be installed at these residences to reduce the level of noise impacts, but this impact would remain significant and unavoidable, as disclosed in the 1994 FEIR.

Findings Concerning Adopted Mitigation Measure: The Authority finds that the above-stated mitigation measures are incorporated in the conditions of approval for the Project.

Level of Significance After Adoption of Mitigation Measure: Unavoidably significant, as disclosed in the 1994 FEIR.

Impact III.F.3: Generate noise levels that exceed compatibility guidelines for residential uses.

Significance of the Impact: As set forth in the Final SEIR at page 12 and 13, noise impacts exceeding compatibility guidelines were considered potentially significant in the 1994 FEIR, and the adopted changes to the design of the

roadway will not result in new impacts. Consequently, no impacts in addition to those identified in the 1994 FEIR would occur, there are no increases in the significance of previously identified impacts, and additional mitigation measures will contribute to reducing the impact to a level below significance.

Mitigation Measure III.F.3: The measures identified in the 1994 FEIR at III.F.3 (see Appendix B) apply.
In addition, a residential subdivision located east of the Segment 3 ROW was divided into three sections because varying noise level projections warrant different noise barrier heights at different locations. In each case, a resulting exterior noise level of 60 dBA or less at residential receptors would be considered acceptable according to City and County standards. However, Policies 1.1 of the Brentwood General Plan and 11-2 of the Contra Costa County General Plan allow for slightly increased noise levels. The mitigation measures for each section area as follows:

Section 1. Based on the results of the noise modeling, a 14-foot noise barrier shall be constructed at the northbound SR4 Bypass edge-of-pavement to reduce future noise levels. [1] A 14-foot barrier would yield noise levels ranging from about 60 dBA to 62 dBA L_{dn} at the nearest receivers to the Bypass. The approximate length of the proposed barrier would be 2,760 feet. The Authority would need to fund the construction of this barrier because the development application for the adjacent subdivision preceded the 1994 EIR.

Section 2. At the time when the City of Brentwood considered the application for this development, the City approved construction of an eight-foot barrier based on a noise study prepared for the development. This existing eight-foot barrier would be maintained. With the operation of the project, the future noise levels are projected to be 63 dBA to 64 dBA Ldn.

Section 3. The developer of the adjacent subdivision put aside funding for construction of a sound wall at the Bypass edge-of-pavement. Two barrier alternatives were tested for Location 3. Alternative A tested a barrier that followed the edge of the pavement for its entire length. Under this alternative, it was assumed that the existing right-of-way barrier would remain, but possibly be heightened. Alternative A would construct a 14-foot barrier, yielding future noise levels of about 61 dBA to 63 dBA L_{dn} at the closest residential receptors. Alternative B tested a barrier at the right-of-way for a portion of the section and the edge-of-pavement for the remainder of the section. A similar level of noise reductions would be achieved with the implementation of Alternative B. A 14-foot barrier would yield noise levels of about 59 dBA to 64 dBA L_{dn}. The Authority, in conjunction with the City of Brentwood, has selected Alternative A for implementation.

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[1] Caltrans design guidelines limit the height of barriers within 15 feet of the nearest travel lane to 14 feet. This guideline typically applies to barriers at the edge of shoulder, which must also be placed on safety shape barriers.

Findings Concerning Adopted Mitigation Measure: The Authority finds that the above-stated mitigation measures are incorporated in the conditions of approval for the Project.

Level of Significance After Adoption of Mitigation Measure: Less than significant, as disclosed in the 1994 FEIR.

3. Findings Concerning Biological Impacts:

Impact III.J.1: Seasonal pond located along the tributary to Kellogg Creek. As a result of more detailed project design and subsequent wetland delineations, it was found that the previously identified seasonal pond located along the tributary to Kellogg Creek is located outside the project ROW and is not categorized as Waters of the U.S. As a result, the pond will not be affected by the Project.

Significance of the Impact: As set forth in the Final SEIR at page 18, there is no impact, and no mitigation measures are required.

Impact III.J.2: Burrowing owl.

Significance of the Impact: As set forth in the Final SEIR at page 19, this impact is considered potentially significant. The following mitigation measures would reduce the adverse effects of the impact to below a level of significance. Measure III.J.2 is modified as follows.

Mitigation Measure III.J.2: State Section 1602 Agreement will provide safeguards to ensure avoidance of direct impacts and mitigation for loss of breeding habitat in accordance with section 3 of the Biological Resources Addendum (May 11, 2004).

Mitigation for potential impacts to wildlife habitat areas will be based upon the mitigation guidance already developed in the 1999 Biological Opinion and will involve fee contributions to the East Contra Costa HCP. The required mitigation will be formalized in an updated Biological Opinion to be issued by the U.S. Fish and Wildlife Service in response to the current COE application.

According to mitigation ratios presented in the previous 2003 Biological Resources Analysis, implementation of Orchard Lane Alternative B would involve 3.0 acres of replacement habitat, if secured separately from the HCP. Alternatively, as endorsed by the Authority and provided for in the 1999 Biological Assessment, a supplemental contribution, in an amount to be determined in consultation with the U.S. Fish and Wildlife Service, to the HCP for both direct and indirect impacts would be called for if Alternative B is adopted. This supplemental contribution will be included in the new Biological Opinion for Segment 3, if Alternative B is selected by the Authority.

Findings Concerning Adopted Mitigation Measure: The Authority finds that the above-stated mitigation measures are incorporated in the conditions of approval for the Project.

Level of Significance After Adoption of Mitigation Measure: Less than significant.

Impact III.J.3: California tiger salamanders.

Significance of the Impact: As set forth in the Final SEIR at pages 16 and 18, the impact on the habitat of the California tiger salamander was considered potentially significant in the 1994 FEIR, and the adopted changes to the design of the roadway will not result in new impacts. Consequently, no impacts in addition to those identified in the 1994 FEIR would occur, there are no increases in the significance of previously identified impacts, and an additional mitigation measure will contribute to reducing the impact to a level below significance.

Mitigation Measure III.J.3: Mitigation for potential impacts to wildlife habitat areas will be based upon the mitigation guidance already developed in the 1999 Biological Opinion and will involve fee contributions to the East Contra Costa Habitat Conservation Plan Program (HCP). The required mitigation will be formalized in an updated Biological Opinion to be issued by the U.S. Fish and Wildlife Service in response to the current U.S. Army Corps of Engineers (COE) application.

According to mitigation ratios presented in the previous 2003 Biological Resources Analysis, implementation of Orchard Lane Alternative B would involve 3.0 acres of replacement habitat, if secured separately from the HCP. Alternatively, as endorsed by the Authority and provided for in the 1999 Biological Assessment, a supplemental contribution, in an amount to be determined in consultation with the U.S. Fish and Wildlife Service, to the HCP for both direct and indirect impacts would be called for if Alternative B is adopted. This supplemental contribution will be included in the new Biological Opinion for Segment 3, if Alternative B is selected by the Authority.

Findings Concerning Adopted Mitigation Measure: The Authority finds that the above-stated mitigation measure is incorporated in the conditions of approval for the Project.

Level of Significance After Adoption of Mitigation Measure: Less than significant.

Impact III.J.4: California red-legged frog.

Significance of the Impact: As set forth in the Final SEIR at pages 16 and 18, the impact on the habitat of the California red-legged frog was considered

potentially significant in the 1994 FEIR, and the adopted changes to the design of the roadway will not result in new impacts. Consequently, no impacts in addition to those identified in the 1994 FEIR would occur, there are no increases in the significance of previously identified impacts, and an additional mitigation measure will contribute to reducing the impact to a level below significance.

Mitigation Measure III.J.4: Mitigation for potential impacts to wildlife habitat areas will be based upon the mitigation guidance already developed in the 1999 Biological Opinion and will involve fee contributions to the East Contra Costa HCP. The required mitigation will be formalized in an updated Biological Opinion to be issued by the U.S. Fish and Wildlife Service in response to the current COE application.

According to mitigation ratios presented in the previous 2003 Biological Resources Analysis, implementation of Orchard Lane Alternative B would involve 3.0 acres of replacement habitat, if secured separately from the HCP. Alternatively, as endorsed by the Authority and provided for in the 1999 Biological Assessment, a supplemental contribution, in an amount to be determined in consultation with the U.S. Fish and Wildlife Service, to the HCP for both direct and indirect impacts would be called for if Alternative B is adopted. This supplemental contribution will be included in the new Biological Opinion for Segment 3, if Alternative B is selected by the Authority.

Findings Concerning Adopted Mitigation Measure: The Authority finds that the above-stated mitigation measures are incorporated in the conditions of approval for the Project.

Level of Significance After Adoption of Mitigation Measure: Less than significant.

Impact III.J.5: Western spadefoot toad.

Significance of the Impact: As set forth in the Final SEIR at page 18, this impact is considered less than significant, and no mitigation measures are required.

Impact III.J.6: Northwestern pond turtle.

Significance of the Impact: As set forth in the Final SEIR at pages 16-18, the impact on the habitat of the northwestern pond turtle was considered potentially significant in the 1994 FEIR, and the adopted changes to the design of the roadway will not result in new impacts. Consequently, no impacts in addition to those identified in the 1994 FEIR would occur, there are no increases in the significance of previously identified impacts, and an additional mitigation measure will contribute to reducing the impact to a level below significance.

Mitigation Measure III.J.6: Mitigation for potential impacts to wildlife habitat areas will be based upon the mitigation guidance already developed in the 1999 Biological Opinion and will involve fee contributions to the East Contra Costa HCP. The required mitigation will be formalized in an updated Biological Opinion to be issued by the U.S. Fish and Wildlife Service in response to the current COE application.

According to mitigation ratios presented in the previous 2003 Biological Resources Analysis, implementation of Orchard Lane Alternative B would involve 3.0 acres of replacement habitat, if secured separately from the HCP. Alternatively, as endorsed by the Authority and provided for in the 1999 Biological Assessment, a supplemental contribution, in an amount to be determined in consultation with the U.S. Fish and Wildlife Service, to the HCP for both direct and indirect impacts would be called for if Alternative B is adopted. This supplemental contribution will be included in the new Biological Opinion for Segment 3, if Alternative B is selected by the Authority.

Findings Concerning Adopted Mitigation Measure: The Authority finds that the above-stated mitigation measures are incorporated in the conditions of approval for the Project.

Level of Significance After Adoption of Mitigation Measure: Less than significant.

Impact III.J.7: California horned lark.

Significance of the Impact: As set forth in the Final SEIR at pages 17 and 18, the impact on the habitat of the California horned lark was considered potentially significant in the 1994 FEIR, and the adopted changes to the design of the roadway will not result in new impacts. Consequently, no impacts in addition to those identified in the 1994 FEIR would occur, there are no increases in the significance of previously identified impacts, and an additional mitigation measure will contribute to reducing the impact to a level below significance.

Mitigation Measure III.J.7: Mitigation for potential impacts to wildlife habitat areas will be based upon the mitigation guidance already developed in the 1999 Biological Opinion and will involve fee contributions to the East Contra Costa HCP. The required mitigation will be formalized in an updated Biological Opinion to be issued by the U.S. Fish and Wildlife Service in response to the current COE application.

According to mitigation ratios presented in the previous 2003 Biological Resources Analysis, implementation of Orchard Lane Alternative B would involve 3.0 acres of replacement habitat, if secured separately from the HCP. Alternatively, as endorsed by the Authority and provided for in the 1999 Biological Assessment, a supplemental contribution, in an amount to be

determined in consultation with the U.S. Fish and Wildlife Service, to the HCP for both direct and indirect impacts would be called for if Alternative B is adopted. This supplemental contribution will be included in the new Biological Opinion for Segment 3, if Alternative B is selected by the Authority.

Findings Concerning Adopted Mitigation Measure: The Authority finds that the above-stated mitigation measures are incorporated in the conditions of approval for the Project.

Level of Significance After Adoption of Mitigation Measure: Less than significant.

Impact III.J.8: Bat species.

Significance of the Impact: As set forth in the Final SEIR at page 18, this impact is considered less than significant, and no mitigation measures are required.

Impact III.J.9: San Joaquin kit fox.

Significance of the Impact: As set forth in the Final SEIR at pages 17 and 18, the impact on the habitat of the San Joaquin kit fox was considered potentially significant in the 1994 FEIR, and the adopted changes to the design of the roadway will not result in new impacts. Consequently, no impacts in addition to those identified in the 1994 FEIR would occur, there are no increases in the significance of previously identified impacts, and an additional mitigation measure will contribute to reducing the impact to a level below significance.

Mitigation Measure III.J.9: Mitigation for potential impacts to wildlife habitat areas will be based upon the mitigation guidance already developed in the 1999 Biological Opinion and will involve fee contributions to the East Contra Costa HCP. The required mitigation will be formalized in an updated Biological Opinion to be issued by the U.S. Fish and Wildlife Service in response to the current COE application.

According to mitigation ratios presented in the previous 2003 Biological Resources Analysis, implementation of Orchard Lane Alternative B would involve 3.0 acres of replacement habitat, if secured separately from the HCP. Alternatively, as endorsed by the Authority and provided for in the 1999 Biological Assessment, a supplemental contribution, in an amount to be determined in consultation with the U.S. Fish and Wildlife Service, to the HCP for both direct and indirect impacts would be called for if Alternative B is adopted. This supplemental contribution will be included in the new Biological Opinion for Segment 3, if Alternative B is selected by the Authority.

Findings Concerning Adopted Mitigation Measure: The Authority finds that the above-stated mitigation measures are incorporated in the conditions of approval for the Project.

Level of Significance After Adoption of Mitigation Measure: Less than significant.

Impact III.J: Valley Elderberry longhorn beetle.

Significance of the Impact: As set forth in the Final SEIR at page 18-19, this impact is considered less than significant, and no mitigation measures are required.

Impact III.J.10: Wetlands.

Significance of the Impact: As set forth in the Final SEIR at pages 17 and 19, the impact on wetlands was considered potentially significant in the 1994 FEIR, and the adopted changes to the design of the roadway will not result in new impacts. Consequently, no impacts in addition to those identified in the 1994 FEIR would occur, there are no increases in the significance of previously identified impacts, and an additional mitigation measure will not reduce the impact to a level below significance.

Mitigation Measure III.J.10: The measures identified in the 1994 FEIR at III.J.10 (see Appendix B) apply.

In addition, impacts to wetlands and waters of the U.S. within Segments 1 and 3 have been separately quantified and are to be mitigated through the improvement of a mitigation basin located between Neroly Road and the Bypass right-of way, north of the Contra Costa Canal in Segment 1. The details of this wetland mitigation proposal are summarized in the Mitigation and Monitoring Program, which is included as Exhibit "J" of the may 11, 2004 Corps application.

Findings Concerning Adopted Mitigation Measure: The Authority finds that the above-stated mitigation measures are incorporated in the conditions of approval for the Project.

Level of Significance After Adoption of Mitigation Measure: Unavoidably significant, as described in the 1994 FEIR.

Impact III.J.13: Non-native grasslands.

Significance of the Impact: As set forth in the Final SEIR at pages 17 and 19, the impact on non-native grasslands was considered potentially significant in the 1994 FEIR, and the adopted changes to the design of the roadway will not result in new impacts. Consequently, no impacts in addition to those identified in the 1994 FEIR would occur, there are no increases in the significance of previously

identified impacts, and an additional mitigation measure will contribute to reducing the impact to a level below significance.

Mitigation Measure III.J.13: The measures identified in the 1994 FEIR at III.J.13 (see Appendix B) apply.

Findings Concerning Adopted Mitigation Measures: The Authority finds that the above-stated mitigation measures are incorporated in the conditions of approval for the Project.

Level of Significance After Adoption of Mitigation Measures: Less than significant.

Impact III.J.16: Facilitate increased population growth.

Significance of the Impact: As set forth in the Final SEIR at page 17 and 19, this impact was considered potentially significant in the 1994 FEIR, and the adopted changes to the design of the roadway will not result in new impacts. Consequently, there would not be any additional impacts beyond those identified in the 1994 FEIR, there are no increases in the significance of previously identified impacts, and no new mitigation is feasible.

4. Findings Concerning Cultural Resources Impacts:

Impact III.K.1: Archaeological resource, pursuant to section 15064.5.

Significance of the Impact: As set forth in the Final SEIR at pages 21-24, this impact is considered less than significant, and no additional mitigation measures are required.

Impact III.K.2: Architectural resource.

Significance of the Impact: As set forth in the Final SEIR at pages 21-24, this impact is considered less than significant, and no additional mitigation measures are required.

5. Findings Concerning Utilities Impacts:

Impact III.M.1: Existing water supply facilities.

Significance of the Impact: As set forth in the Final SEIR at page 25, this impact is considered less than significant, and no additional mitigation measures are feasible.

Impact.M.2: Electrical transmission lines.

Significance of the Impact: As set forth in the Final SEIR at pages 25-26, this impact is considered potentially significant as two PG&E 60Kv transmission lines, which were not specifically identified in the 1994 FEIR, will need to be relocated. The following mitigation measure is provided to reduce the adverse effects of the impact to below the level of significance.

Mitigation Measure III.M.2: The measures identified in the 1994 FEIR at III.J.3 (see Appendix B) apply.

In addition, compliance with the California Public Utilities Commission's GO-131 relocation requirements will ensure that any potential impacts (i.e. service interruptions) are below the level of significance.

Findings Concerning Adopted Mitigation Measures: The Authority finds that the above-stated mitigation measures are incorporated in the conditions of approval for the Project.

Level of Significance After Adoption of Mitigation Measures: Less than significant.

Impacts III.M.3-5, 7-8: Natural gas pipelines, oil pipelines, sewer lines and service interruption and facilitation of increased population growth.

Significance of the Impact: As set forth in the Final SEIR at page 26, in addition to the impacts discussed in the 1994 FEIR, the Project ROW would cross existing petroleum pipelines in three locations: Concord Avenue by the PG&E gas terminal, at the intersection of Marsh Creek Road and Orchard Lane and near the proposed intersection of the mainline with Walnut Vasco Intersection. There have not been any other changes since the completion of the 1994 FEIR. Other than the pipelines, the Project would not result in any new impacts to these utilities that were not disclosed in the 1994 FEIR. The mitigation measures identified in the 1994 FEIR (see Appendix B) are sufficient to reduce this impact to a level below significance.

Mitigation Measures III.M.3-5, 7-8: Beyond the measures identified in the 1994 FEIR (see Appendix B), no additional mitigation is feasible. The proposed relocations would take place within the Project ROW, and technical studies in the areas of biology and cultural resources have been completed which indicate that the proposed relocations would not result in any adverse impacts to these resources.

Findings Concerning Adopted Mitigation Measure: The Authority finds that the above-stated mitigation measures are incorporated in the conditions of approval for the Project.

Level of Significance After Adoption of Mitigation Measure: Less than significant.

6. Findings Concerning Traffic and Transportation Impacts:

Impact III.E.4: Level of Service.

Significance of the Impact: A technical analysis completed in May 2004 concluded that the project would allow for Levels of Service D or better at three intersections in the project area in the year 2025.

The 1994 FEIR anticipated that Orchard Lane would continue to connect to Marsh Creek Road at its current location. The Authority now proposes to modify the Bypass alignment and location of the Marsh Creek Road/Bypass intersection farther east, to a location where access to Marsh Creek Road from Orchard Lane can no longer be provided in its current location. The Authority, in conjunction with the City of Brentwood and the local community, proposed two alternatives for Orchard Lane As set forth in the Draft SEIR at page 27. The Authority now adopts Alternative A.

Alternative A would alter circulation patterns. If selected, Alternative A would include an overlay of Orchard Lane, shoulder improvements to Orchard Lane and the installation of a signal at the intersection of Concord Avenue and Walnut Boulevard.

Mitigation Measure III.E.4: Beyond the measures identified in the 1994 FEIR (see Appendix B), no additional mitigation is feasible.

7. Findings Concerning Air Quality Impacts:

Impact III.G: Air quality in the vicinity of the project and state or federal carbon monoxide standards.

Significance of the Impact: As set forth in the Final SEIR at pages 28-29, this impact is considered less than significant, and no additional mitigation measures are feasible. However, temporary air impacts during the construction-period would be mitigated to a less than significant level through implementation of Caltrans' Special Provisions and Standard Specifications.

Mitigation Measure III.G: The measures identified in the 1994 FEIR at III.G (see Appendix B) apply. Moreover, no additional mitigation is feasible beyond Caltrans' Special Provisions and Standard Specifications, which require the civil contractor to minimize or eliminate dust through the application of water or dust palliatives during project construction.

Findings Concerning Adopted Mitigation Measure: The Authority finds that the above-stated mitigation measures are incorporated in the conditions of approval for the Project.

Level of Significance After Adoption of Mitigation Measure: Less than significant, as disclosed in the 1994 FEIR.

8. Findings Concerning Visual Resources Impacts:

Impact III.D: Visual impact.

Significance of the Impact: As set forth in the Final SEIR at page 29, visual impacts were considered potentially significant in the 1994 FEIR, and the adopted changes to the design of the roadway will not result in new impacts. Consequently, there would not be any additional impacts beyond those identified in the 1994 FEIR, there are no increases in the significance of previously identified impacts, and no additional mitigation is feasible.

9. Findings Concerning Geological, Seismicity, and Soils Impacts:

Impact III.H: Geology, seismicity or soils.

Significance of the Impact: As set forth in the Final SEIR at page 29, geologic impacts were considered potentially significant in the 1994 FEIR, and the adopted changes to the design of the roadway will not result in new impacts. Consequently, no impacts in addition to those identified in the 1994 FEIR would occur, there are no increases in the significance of previously identified impacts, and no additional mitigation is feasible.

10. Findings Concerning Hazardous and Toxic Wastes Impacts:

Impact III.O: Hazardous materials.

Significance of the Impact: As set forth in the Final SEIR at page 29, impacts related to hazardous materials were considered potentially significant in the 1994 FEIR, and the adopted changes to the design of the roadway will not result in new impacts. Consequently, no impacts in addition to those identified in the 1994 FEIR would occur, there are no increases in the significance of previously identified impacts, and no additional mitigation is feasible.

11. Findings Concerning Existing Plans and Policies Impacts:

Impact III.A: Existing plans and policies, such as the Antioch General Plan or the Association of Bay Area Governments' "Land Use Policy Framework for the San Francisco Bay Area" (Policy Framework).

Significance of the Impact: As set forth in the Final SEIR at pages 30-31, impacts related to existing plans and policies were considered potentially significant in the 1994 FEIR, and the adopted changes to the design of the roadway will not result in new inconsistencies. Consequently, no impacts in addition to those identified in the 1994 FEIR would occur, there are no increases in the significance of previously identified impacts, and no additional mitigation is feasible.

12. Findings Concerning Socioeconomic Impacts:

Impact III.C: Socioeconomic impact.

Significance of the Impact: As set forth in the Final SEIR at page 30, socioeconomic impacts were considered potentially significant in the 1994 FEIR, and the adopted changes to the design of the roadway will not result in new impacts. Consequently, no impacts in addition to those identified in the 1994 FEIR would occur, there are no increases in the significance of previously identified impacts, and no additional mitigation is feasible.

13. Findings Concerning Hydrological, Drainage and Floodplains Impacts:

Impact III.I: Hydrologic impact.

Significance of the Impact: As set forth in the Final SEIR at page 30, hydrologic impacts were considered potentially significant in the 1994 FEIR, and the adopted changes to the design of the roadway will not result in new impacts. Consequently, no impacts in addition to those identified in the 1994 FEIR would occur, there are no increases in the significance of previously identified impacts, and no additional mitigation is feasible.

14. Findings Concerning Energy Impacts:

Impact III.L: Direct or indirect expenditures of energy.

Significance of the Impact: As set forth in the Final SEIR at page 30, impacts related to energy were considered potentially significant in the 1994 FEIR, and the adopted changes to the design of the roadway will not result in a new expenditure of energy. Consequently, no impacts in addition to those identified in the 1994 FEIR would occur, there are no increases in the significance of previously identified impacts, and no additional mitigation is feasible.

15. Findings Concerning Public Services Impacts:

Impact III.N: Public services.

Significance of the Impact: As set forth in the Final SEIR at page 30, impacts to public services were considered potentially significant in the 1994 FEIR, and the adopted changes to the design of the roadway will not result in new impacts. Consequently, no impacts in addition to those identified in the 1994 FEIR would occur, there are no increases in the significance of previously identified or expanded impacts, and no additional mitigation is feasible.

SECTION K: CONCLUSION

The Authority finds that the proposed Project has the potential to result in significant impacts to the environment. Most of the potentially significant impacts have been mitigated to less than significant levels through adoption of mitigation measures identified in these Findings and adopted as conditions of Project approval. However, the potential to result in the removal or relocation of existing commercial uses and the potential to convert prime, unique or statewide-important farmland are newly identified impacts that remain unavoidably significant.

The Authority finds that the primary purpose of the Project is to relocate the existing SR4 as a regional route outside of the urban areas of Brentwood and Oakley. The Authority finds that the relocation is necessary to improve regional circulation through eastern Contra Costa County and to provide a more balanced distribution of current and future traffic over the local road network in this area. The primary purpose and need for the project has not changed since 1994.

ENVIRONMENTAL IMPACT REPORT

STATE ROUTE 4 BYPASS PROJECT

EXHIBIT B: STATEMENT OF OVERRIDING CONSIDERATIONS

STATE ROUTE 4 BYPASS AUTHORITY

OCTOBER 14, 2004

EXHIBIT B: STATEMENT OF OVERRIDING CONSIDERATIONS

SECTION A: GENERAL INTRODUCTION

In approving Segment 3 of the State Route 4 Bypass Project (Project), which is the subject of the Supplemental Environmental Impact Report (SEIR), the Authority makes the following Statement of Overriding Considerations in support of its findings on the SEIR. The Authority has considered the information contained in the SEIR and has fully reviewed and considered the public testimony and record in this proceeding.

The Authority has carefully balanced the benefits of the proposed Project against the unavoidable adverse impacts identified in the SEIR. Notwithstanding the disclosure of impacts identified in the SEIR as significant and potentially significant, and which have not been eliminated or mitigated to a level below significance, the Authority, acting pursuant to section 15093 of CEQA Guidelines, hereby determines that the benefits of the Project outweigh the significant unmitigated adverse environmental impacts.

The SEIR identifies each of the potential adverse impacts that cannot be mitigated to a level below significance if the project is implemented with adopted mitigation measures. These impacts, listed by impact number, include the following: III.B.1 and III.B.2.

Although the Authority believes that many of the unavoidable and irreversible environmental effects identified in the SEIR and many of the environmental effects that have not been mitigated to a point of insignificance will be substantially lessened by the mitigation measures incorporated in the proposed Project, it recognizes that implementation of the Project introduces certain unavoidable and irreversible impacts.

SECTION B: SPECIFIC FINDINGS

1. Project Benefits Outweigh Unavoidable Impacts

The remaining unavoidable and irreversible impacts of the Project are acceptable in light of the economic, fiscal, social, planning, land use and other considerations set forth herein because the benefits of the Project outweigh any significant and unavoidable or irreversible adverse environmental impacts of the Project.

2. Balance of Competing Goals

The Authority finds that it is imperative to balance competing goals in approving the Project and the environmental documentation for the Project. Not every policy or environmental concern has been fully satisfied because of the need to satisfy competing concerns to a certain extent. Accordingly, in some instances, the Authority has chosen to accept certain environmental impacts because to eliminate them would unduly compromise some other important economic, social or other goals. The Authority finds

and determines that the text of the Project and the supporting environmental documentation provide for a positive balance of the competing goals and that the economic, fiscal, social, planning, land use and other benefits to be obtained by the Project outweigh the environmental and related potential detriment of the Project.

SECTION C: OVERRIDING CONSIDERATIONS

The Authority specifically finds that to the extent the identified adverse or potentially adverse impacts have not been mitigated to less than significant levels, there are specific economic, social, planning, land use and other considerations that support approval of the proposed Project. Moreover, the Authority finds that where more than one reason exists for any finding, each reason independently supports these findings.

1. Economic Considerations

Substantial evidence demonstrating the economic benefits that would result from the implementation of the Project is included in the record of these proceedings and in the relevant jurisdictional planning documents for the region. These benefits include the enhancement of the free flow of traffic, including commercial and industrial traffic that provide an economic base for the County and cities. In addition, the project will enable commuters to more easily access employment centers throughout the County, thereby maintaining job viability and enhancing job growth.

The Authority has balanced these economic considerations against the unavoidable and irreversible environmental risks identified in the SEIR and, consequently, has concluded that those impacts are outweighed by the economic and other benefits. The impacts are addressed in the Authority's Findings of Fact. In particular, the Authority considered those impacts relating to land use, noise, biological resources, cultural resources, utilities, traffic and transportation, air quality, visual resources, geologic resources and seismicity, hazardous and toxic waste, existing plans and policies, socioeconomics, energy, public services, and hydrology, drainage and floodplains. Upon balancing the environmental risks and countervailing benefits, the Authority concludes that the economic benefits that will result from implementation of the Project outweigh those environmental risks.

(a) Balance of Land Uses

One of the fastest growing commuter routes in the Bay Area has been from East Contra Costa County across the Diablo Range into and through the Central County. The primary commute route is State Route 4, a four-lane freeway from Central County across Willow Pass to the City of Antioch (Antioch) and a two-lane highway from Antioch through the City of Brentwood (Brentwood) to San Joaquin County. To achieve the planned and approved development in East County, especially in the east Antioch, City of Oakley (Oakley), and Brentwood areas, additional transportation capacity is needed. In the preliminary draft of the Contra Costa County Comprehensive Transportation Plan of July 20, 1994, officials in the East County ranked a bypass to Highway 4 from Antioch

past Brentwood as one of two facilities having the highest transportation priority in the area.

In attempting to provide for travel demand forecasts, certain goals and policies were identified in individual general plans to guide the County, Antioch, Brentwood and Oakley in their future facilities construction. Among those various goals and policies has been the identified need to provide for transportation improvements to accommodate the 1.5 million person trips per weekday projected to occur by 2005. (Contra Costa General Plan, page 5-10)

Although transportation design is only one component of a development, conservation and economic blueprint for a local jurisdiction, a well-balanced and planned transportation network provides for and accommodates anticipated employment and residential growth and helps to relieve existing congested roadways. State Route 4 has been recognized in all of the region's general plans as part of a refined transportation network, which gives public and private interests a vision of needed improvements and an opportunity to assess costs and develop funding well in advance of actual growth.

The existing State Route 4 is an at-grade limited-capacity highway with direct access to the roadway from adjacent schools, shopping centers and residences. Under this existing situation, regional traffic (particularly truck traffic) is mixed with local traffic. Because of slow speeds on local roads and heavy cross traffic, lane capacity on existing State Route 4 is limited and opportunities to improve capacity are limited due to the proximity of the existing adjacent land uses. Major disruptions and relocations would result if the existing State Route 4 were to be improved, and the increase to capacity would not be adequate to serve both local and regional traffic.

The Project will balance land uses by providing a new route for State Route 4 that bypasses Antioch, Oakley and Brentwood in order to alleviate traffic-related noise and congestion on local streets pursuant to the adopted general plans for Antioch, Oakley and Brentwood. The Project is also consistent with Caltrans' adopted Route Concept Report for State Route 4.

The land use and transportation policies in the Contra Costa General Plan that support the development of the Project include Policies 3-50 and 3-51. Goals 5-A, 5-C, 5-E, 5-F and 5-H of the Transportation and Circulation Element also support the development of the Project as do Policies 5-1, 5-3 and 5-5. Moreover, Policies 5-10 and 5-11 encourage development of a secondary road system to minimize the use of freeways for community circulation. The Project will fulfill these goals by reducing cumulative regional traffic impacts of development through participation in cooperative multi-jurisdictional planning processes that designate State Route 4 as a transit way.

Buildout of the Brentwood General Plan will result in an estimated population of 76,226 and employment of more than 43,000. This growth will result in daily travel in Brentwood growing to approximately 463,000 trips by buildout. The State Route 4 is identified in the Brentwood Roadway Circulation Plan as the most significant feature of

Brentwood's street and highway system. (Page III.3-1.) Moreover, Policy 3.1.1 encourages intergovernmental coordination with Contra Costa County, Antioch, Oakley, and Caltrans to improve circulation in locations with high level of congestion.

The Project will implement the goal in the Antioch General Plan to improve present traffic flows and reduce regional traffic by developing the State Route 4 Bypass. (Pages 7-5 through 7-8.) In addition, the Project satisfies Goal 3.6 in the Oakley General Plan, which states that the City is to participate in regional transportation planning "to promote and protect the interests and objectives of Oakley residents and workers." Policy 3.6.4 of Goal 3.6 requires the City to obtain "its fair share of regional improvements (such as the State Route 4 Bypass) that are funded from impact fees collected within Oakley."

In sum, the Project is directly tied to the balance of land use patterns that have been approved and continue to evolve in Contra Costa County, Brentwood, Antioch and Oakley. These, in turn, provide the necessary infrastructure to accommodate transportation needs for commercial and residential land uses and associated employment opportunities in the region.

(b) Positive Fiscal Impacts

The Project provides for economic development by providing access to lands designated in the General Plans for commercial and office uses. This affords a balance for a significant number of homes already allowed under the general plans and eliminates or reduces out-commuting in some areas. (Antioch, Brentwood, Oakley and Contra Costa County General Plans.)

For example, the Brentwood General Plan recognizes that employment centers along the Project are anticipated to provide for more employment and regional retail opportunities. Moreover, Brentwood anticipates that the Project would function as a window to the community and that along its alignment should reflect the community's high quality development standards. (Pages II.1-6 and II.1-7.) The Project supports Goals 3.2.1 and 4.3.2 and Policies 3.2 and 4.2 of the Land Use element.

Likewise, Oakley recognizes a need to enhance its downtown and create a more vital community center. The City's general plan recognizes that that the Project is key in accomplishing this goal. (Page 1-4).

Implementation of the Project will ensure that the economic growth is realized, thereby resulting in positive fiscal impacts to the region.

(c) Economic Benefits from Construction

There are several economic benefits that will come from the construction of the Project. These benefits will accrue to the Project region and will last throughout the buildout of the Project. The costs of the Project construction, combined with costs of

construction of associated proposed or assumed new development, will contribute construction income to the region by creating temporary construction jobs and permanent maintenance jobs.

The entire Bypass project of State Route 4 is to be implemented in two phases. Phase II includes the portion of the Bypass south of Balfour Road, or the subject of this Statement of Overriding Considerations. Both phases of the Project would create construction jobs and call for the purchase of materials from local suppliers. The estimated total cost for both phases is $175 million assuming right-of-way dedication and $195 million assuming right-of-way acquisition. (Technical Advisory Committee Staff Report, January 26, 1993; DEIR, Volume III, page I.2; and Draft 1993 Contra Costa Congestion Management Program, page E.1.) Both Phase I and Phase II involve development of a portion of Segment 3. However, only Phase II of Segment 3 is the subject of this Statement of Overriding Considerations.

2. Social Considerations

These proceedings contain substantial evidence that the implementation of the proposed Project provides a mechanism to further social goals that have been adopted by the Authority. In an attempt to retain and enhance the region's quality of life, while comprehensively addressing future development issues on the basis of regional needs, the Project would provide various social benefits including, but not limited to, the following:

(a) Permanent Job Creation

The Project will provide access to facilitate the creation of an employment base in the region. The need for job creation has been heralded by the general plans of Antioch, Brentwood, Oakley and Contra Costa County.

For example, Objective 3.8.1 and Policy 3.8.2.a of the Antioch General Plan strive to strike a balance between housing and employment needs by calling for maintenance of employment-generating lands and the creation of office-based, industrial and commercial employment of opportunities. Goal 2 and Policy 2.1 of the Brentwood General Plan also call for the creation of jobs. The Oakley General Plan states that the City has more employable persons than it has jobs, but that it expects to encourage job growth by as much as 260% by the year 2020.

The Project will ensure that the necessary transportation facilities will be available to job-creating businesses. Moreover, the Project will eliminate regional traffic from the downtown areas of Brentwood and Oakley to allow for development of local businesses and redevelopment.

The Authority finds that adoption and implementation of the Project will best promote the transportation needs of the region in the face of growth pressures.

(b) Planning and Land Use Consideration

It has become increasingly apparent that regional growth influences have required the Authority to take affirmative planning steps that will handle increased traffic and limited capacity of the existing State Route 4 by enhancing transportation capabilities to provide for future development. The Project reaffirms this pre-existing accommodation policy and, with mitigation, establishes detailed implementation programs that will both preserve and promote the balance of community interests addressed in the General Plans.

The Project is a fundamental local transportation improvement necessary for accommodating local and regional growth. It would implement important local and regional development plans and circulation policies, such as those previously discussed.

The Project is consistent with Policy 5-33 of the Contra Costa County General Plan, which requires installation of appropriate buffers adjacent to noise sensitive land uses located along major transportation facilities. The Project is also compatible with the Contra Costa County Roadwork Network Plan, Scenic Routes Plan and Roadway Transit Network Plans.

The Project is consistent with transportation and circulation policies and overall implementation measures that establish a framework for implementation of a regional roadway network. (Contra Costa County General Plan, Goals 5-A, 5-B, 5-E, 5-F, 5-G and 5-H and Policies 5-1, 5-3 and 5-5.)

The enhancement of transportation facilities as furthered by the Project is consistent with Circulation Objective 7.3.1 and Policy 7.3.2 of the Antioch General Plan, which provide for adequate roadway capacity to meet the roadway performance standards as set forth in the Growth and Management Element. The Project is also compatible with the General Plan in that a transportation corridor has been approved on the General Plan's Land Use Map and identified as a freeway or expressway.

The Project recognizes a growing number of truck and other traffic generated by the existing State Route 4 and that this is great concern to Brentwood. The Project addresses this concern by proposing a circulation system to accommodate traffic generated by development within the region. (Brentwood General Plan, Circulation Goals 1 and 3.)

The Authority has carefully considered the evidence received in the lengthy planning process in arriving at its decision to adopt the proposed Project. The Authority has concluded that such a decision renews, revitalizes and takes affirmative steps to implement efforts to control and plan for urban development and the resulting increases in traffic. Furthermore, the Authority has concluded that adoption of the Project is the most logical and feasible method of assuring that adequate transportation facilities in the region will be provided.

The Authority believes that existing natural resources and community attributes can only be protected and enhanced by recognizing the inadequacy of the existing State Route 4 in handling existing and projected transportation. Approval of the Project avoids a piece-meal approach to transportation planning for the region. The adoption and implementation of the Project with mitigation will result in implementation of the goals and policies for the development of facilities and the means to finance such improvements in a timely fashion to meet the demand for such facilities.

The most significant "unavoidable" and "irreversible" environmental impacts identified in the SEIR relate to the potential to require removal or relocation of existing commercial uses and the potential to convert prime, unique or statewide-important farmland. The Authority has considered these environmental impacts, which were identified in the SEIR as unavoidable and irreversible, as well as those impacts that may only be lessened or substantially lessened. It has concluded that with all environmental trade-offs of the Project taken into account, the net positive fiscal impacts and the achievement of a balanced and orderly growth and transportation network that will result from the implementation of the Project outweigh the potential irreversible impacts.

The Authority believes that the above-described social benefits that will be derived from implementation of the Project with mitigation, when weighed against the inherent uncertainties affecting the future growth without the Project, override the significant, unavoidable and irreversible environmental impacts of the Project.

The Authority has balanced these social considerations against the unavoidable environmental risk identified in the Project, and the Authority has concluded that the social benefits that will be derived from implementation of the Project outweigh those unavoidable environmental risks.

SECTION D: CONCLUSION

In conclusion, the Authority has determined that each of the Project's remaining effects on the environment that are found to be unavoidable in the preceding Findings of Fact, are acceptable due to the overriding concerns set forth in this Statement of Overriding Considerations. The Authority has concluded that with all of the environmental trade-offs, the Project with mitigation should be adopted.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14-15, 2011

Reference No.: 2.2c.(5)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING FINAL ENVIRONMENTAL IMPACT REPORT FOR THE CRENSHAW/LAX TRANSIT CORRIDOR PROJECT (RESOLUTION E-11-92)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR), Findings of Fact and Statement of Overriding Considerations for the Crenshaw/LAX Transit Project (Project) in Los Angeles County and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the FEIR, Findings of Fact and Statement of Overriding Considerations and approve the project for future consideration of funding.

BACKGROUND:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is the CEQA lead agency for the project. The project will extend an 8.5 mile Light Rail alignment from the Exposition Line at the intersection of Crenshaw and Exposition Boulevard to the Metro Green Line near the Aviation/LAX Station. The alignment is comprised of a double-tracked right-of-way that includes grade separations, park and ride facilities and a maintenance facility.

The project as proposed will result in significant unavoidable impacts to traffic, air quality and noise. Mitigation measures and/or alternatives to the proposed project that would substantially reduce or avoid these significant unavoidable impacts are infeasible. Specifically, the project would result in a significant impact to one location (Crenshaw Boulevard and 54th Street) related an increase in average vehicle delay and a significant (temporary) impact to air quality and noise during pre-construction and construction phase activities.

On September 22, 2011, the LACMTA adopted the FEIR, Findings of Fact and a Statement of Overriding Considerations for the project. The LACMTA found that there were several benefits that outweigh the unavoidable adverse environmental effects of the project. These benefits include, but are not limited to, restoring the balance of regional capital transportation expenditures by providing light rail transit service to the Creshaw/LAX Transit Corridor communities; enhancing regional connectivity; providing convenient and reliable transportation infrastructure to transit-dependent populations; long-term beneficial effects on air quality; providing up to two-thousand direct construction jobs over a five year period; and facilitating transit-oriented development opportunities in or near station areas. The LACMTA established a Mitigation Monitoring Program to ensure that the mitigation measures specified for the project are implemented.

On September 28, 2011 the LACMTA provided written confirmation that the preferred alternative set forth in the final environmental document is consistent with the project programmed by the Commission.

The project is estimated to cost $1,749 million and is funded with Local ($1,413,058) funds, Federal ($132,363) funds, and State ($203,579) funds. Construction is estimated to begin in fiscal year 2012/13.

Attachment
- Resolution E-11-92
- Findings of Fact & Statement of Overriding Considerations
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
07 – Los Angeles County
Resolution E-11-92

1.1.1 **WHEREAS,** the Los Angeles County Metropolitan Transportation Authority (Authority) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- Crenshaw/LAX Transit Corridor Project

1.2 **WHEREAS,** the Authority has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS,** the project will extend an 8.5 mile Light Rail alignment from the Exposition Line near the intersection of Crenshaw and Exposition Boulevard to the Metro Green Line near the Aviation/LAX station. The alignment is comprised of a double-tracked right-of-way that includes grade separations, park and ride facilities in the Cities of Los Angeles and Inglewood, a maintenance facility in the City of Los Angeles and provides service to the Cities of Los Angeles, Inglewood, Hawthorne, El Segundo and portions of unincorporated Los Angeles County; and

1.4 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and

1.5 **WHEREAS,** Findings of Fact made pursuant to CEQA guidelines indicate that specific unavoidable significant impacts related to adverse effects upon traffic, air quality and noise make it infeasible to avoid or fully mitigate to a less than significant level the effects associated with the project; and

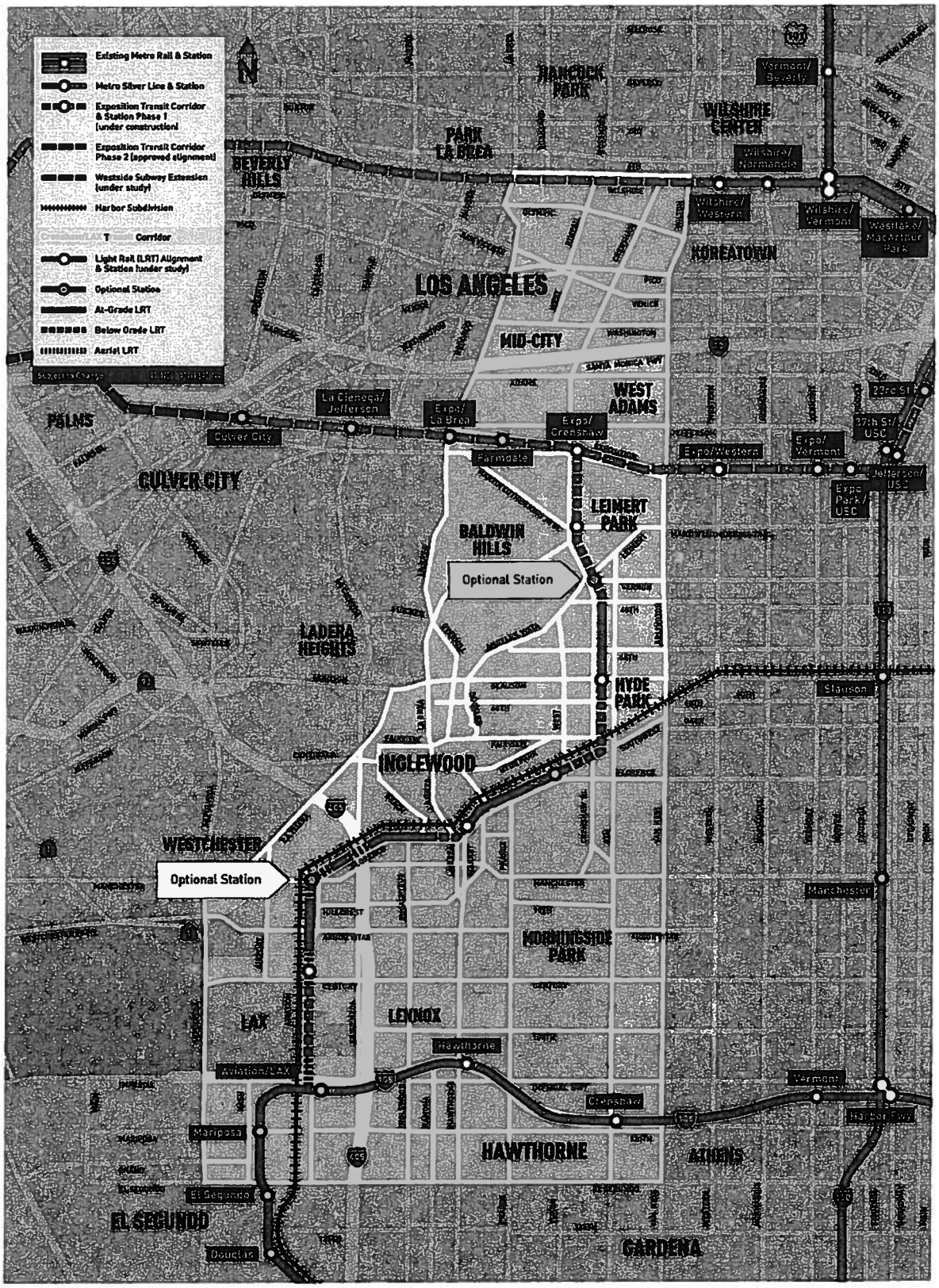
1.6 **WHEREAS,** the Authority adopted a Statement of Overriding Considerations for the project; and

1.7 **WHEREAS,** the Authority adopted a Mitigation Monitoring Program for the project; and

1.8 **WHEREAS,** the above significant effects are acceptable when balanced against the facts as set forth in the Statement of Overriding Considerations.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report, Findings of Fact and Statement of Overriding Considerations and approve the above referenced project to allow for future consideration of funding.

Crenshaw/LAX Transit Corridor



Metro

FINDING OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS

1 INTRODUCTION

The Los Angeles County Metropolitan Transit Authority (Metro) followed a prescribed process to identify the alternatives and issues to be analyzed, including seeking input from the public, corridor stakeholders, and other affected parties. An alternatives analysis was completed that was based on prior transportation studies within the Crenshaw Corridor. An analysis of alternatives for the project began in April 2007 when the Bus Rapid Transit and Light Rail Transit alternatives were selected by the Metro Board for environmental review and further analysis. Six full corridor alternatives were identified for screening in the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/DIER). For a more detailed description of the alternative evaluation process, refer to Chapter nine of this document. The alternatives provide a reasonable range of possible alternatives, which are potentially feasible-and to some degree meet the project goals and objectives described in Chapter 1, Purpose and Need, of the Final Environmental Impact Statement/Final Environmental Impact Report (FEIS/FEIR).

The FEIS/FEIR for the Crenshaw/LAX Transit Corridor identified the Locally Preferred Alternative (LPA) and five design options. The proposed project is based upon a revised definition of the LPA and the incorporation of three design options. The environmental analysis in the FEIS/FEIR presents a complete analysis of the revised LPA, an associated maintenance facility, two potential Minimum Operable Segments (MOSs), and five design options. The Board may adopt a Project Definition that includes a combination of the revised LPA and any of the other elements (MOSs and design options). The Federal Record of Decision will be based upon the adopted Project Definition.

Implementation of the proposed project will result in certain significant environmental impacts. However, the Los Angeles County Metropolitan Transportation Authority Board (Metro Board) finds that the inclusion of certain Mitigation Measures as part of project approval will reduce most of those potential significant effects to a less-than-significant level. For those impacts that remain significant and unavoidable, even with mitigation, the Metro Board finds that specific economic, legal, social technological or other benefits of the project outweigh the unavoidable adverse environmental effects. As required by the California Environmental Quality Act (CEQA), the Metro Board, in adopting these Findings of Fact and Statement of Overriding Considerations ("findings"), also adopts a Mitigation Monitoring and Reporting Plan for the Revised LPA. The Metro Board finds that the Mitigation Monitoring and Reporting Plan, which is incorporated by reference and made a part of these findings as Attachment B to the Metro Board Letter, meets the requirements of Public Resources Code Section 21081.6 by providing for the implementation and monitoring of measures to mitigate potentially significant effects of the Revised LPA.

In accordance with CEQA and the CEQA Guidelines, the Metro Board adopts these findings as part of the approval of the project. Pursuant to Public Resources Code Section 21082.1(c)(3), the Metro Board also finds that the FEIS/FEIR reflects the Metro

Board's independent judgment as the lead agency for the Crenshaw/LAX Transit Corridor Project.

2 ORGANIZATION

- Section A.3: Contains a brief description of the project goals, and objectives.
- Section A.4: Contains the statutory requirements of the findings and a record of proceedings.
- Section A.5: Identifies the potentially significant effects which were determined to be mitigated to a less-than-significant level.
- Section A.6: Identifies the significant impacts that cannot be mitigated to a less-than-significant level even though all feasible Mitigation Measures have been identified and incorporated.
- Section A.7: Identifies the project's potential environmental effects that were determined not to be significant or less than significant, and, therefore, no mitigation is required.
- Section A.8: Cumulative impacts regarding the project are discussed.
- Section A.9: Describes the alternatives analyzed in the evaluation of the project as well as findings on Mitigation Measures.
- Section A.10: Includes the Metro Board's Statement of Overriding Considerations.

3 PROJECT DESCRIPTION, GOALS, AND OBJECTIVES

The proposed project is based upon a revised definition of the LPA and the incorporation of selected design options.

- **Route.** From a southern terminus at the Metro Green Line, the alignment would follow the Harbor Subdivision Railroad right-of-way, adjacent to Aviation Boulevard/Florence Avenue and continue northeast to Crenshaw Boulevard where it would travel north within the middle of the Crenshaw Boulevard right-of-way to the Exposition/Crenshaw Station, adjacent to the Metro Exposition Line currently under construction.
- **Stations.** Stations are located at: Aviation/Century (aerial), Florence/La Brea (at grade), Florence/West (at grade), Crenshaw/Slauson (at grade), Crenshaw/Martin Luther King Jr. (below grade), and Crenshaw/Exposition(below grade)
- **Grade Separations.** Grade separations include the following:
  - Adjacent to the LAX south runways (partially-covered below-grade trench)
  - Aerial across Century Boulevard
  - Aerial across Manchester Avenue
  - Aerial across La Cienega Boulevard/I-405

- Below grade across La Brea Avenue
- Below grade Between Victoria Avenue and 60th Street
- Below grade between 48th Street and Exposition Boulevard

- **Park and Ride Facilities.** Park-and-ride facilities would be located at the Florence/La Brea, Florence/West, and Crenshaw/Exposition Stations.
- **Maintenance Facility.** A maintenance facility would be located at Arbor Vitae/Bellanca (Site #14) – This 17.6-acre site is located in the City of Los Angeles

In addition to the LPA, the following two shorter segment variations, called Minimum Operable Segments (MOSs) and five design options to the LPA are also evaluated in the FEIS/FEIR:

- **MOSs.** The following shorter segment variations of the LPA are evaluated:
- **MOS-King** – 8-mile segment extending from the Metro Green Line in the south to the Crenshaw/King Station in the north
- **MOS-Century** - 7.4-mile segment extending from the Aviation/Century Station in the south to the Crenshaw/Exposition Station in the north
- **Design Options.** The following design options are evaluated in addition to the LPA:
  - Partially-Covered LAX Trench Option - replaces fully covered trench adjacent to LAX south runways
  - Optional Aviation/Manchester Station -additional aerial or at-grade station
  - Cut-and-cover crossing at Centinela - replaces at grade configuration
  - Optional Below Grade Crenshaw/Vernon Station - additional station in Leimert Park
  - Alternate Southwest Portal at Crenshaw/King Station Option – replaces portal on southeast corner of the Crenshaw/Boulevard/Martin Luther King Jr. Boulevard intersection

The Crenshaw/LAX Transit Corridor (corridor) is a heavily traveled north-south oriented corridor in Los Angeles County, California. Since 1967, the inadequacies of connectivity and mobility within the corridor have been the subject of numerous Metro transportation and transit studies. These studies concluded that transportation within and from the corridor was constrained, congested, and urgently in need of system improvements.

Implementation of an effective north-south transportation network within the corridor is vital to alleviate current and projected connectivity and mobility problems affecting corridor residents and businesses by providing essential linkages from residential areas to commercial, activity, employment, and institutional centers within and adjacent to the corridor. The major themes and underlying needs supporting transit improvements in the corridor include the following:

- Peak Hour Congestion within the Corridor
- Transit Accessibility and Availability

- Land Use Integration and Economic Development
- Growing Demand for Transit Service
- Benefits for the Environment

The proposed project's objective is to satisfy the need for enhanced transportation and transit services in the corridor.

4 STATUTORY REQUIREMENTS

CEQA (Public Resources Code Section 21081), and particularly the CEQA Guidelines (the Guidelines) (14 Cal. Code Regulations, Section 15091) require that:

> *"No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:*
>
> *a. Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.*
>
> *b. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.*
>
> *c. Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR."*

In short, CEQA requires that the lead agency adopt mitigation measures or alternatives, where feasible, to avoid or mitigate significant environmental impacts that would otherwise occur with implementation of the project. Project mitigation or alternatives are not required, however, where they are infeasible or where the responsibility for modifying the project lies with another agency. (CEQA Guidelines, Section 15091 (a), (b).

For those significant effects that cannot be mitigated to a less-than-significant level, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment (see, Pub. Res. Code Section 21081(b)). The Guidelines state in Section 15093 that:

"If the specific economic, legal, social, technological, or other benefits of a proposed] project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered 'acceptable.'"

Record of Proceedings

For purposes of CEQA and the findings set forth herein, the record of proceedings for the Metro Board's decision on the LRT Build Alternative consists of: (a) matters of common knowledge to the Metro Board, including, but not limited to, federal, state and local laws and regulations and (b) the following documents which are in the custody of the Los Angeles County Metropolitan Transportation Authority, One Gateway Plaza, Records Management, MS 99-PL-5, Los Angeles, CA 90012:

- Notice of Preparation and other public notices issued by the Project Applicant in conjunction with the proposed project;
- The DEIS/DEIR, dated September 2009 ;
- All testimony, documentary evidence, and all correspondence submitted in response to the notice of preparation or the notice of intent or during scoping or by agencies or members of the public during the public comment period on the DEIS/DEIR and responses to those comments (Appendix K of the FEIS/FEIR);
- The FEIS/FEIR dated August 2011 including all appendices thereto and those documents that were incorporated therein by reference;
- The Mitigation Monitoring and Reporting Program (Attachment B of the Metro Board Letter);
- All findings, statements of overriding consideration, and resolutions adopted by the Metro Board in connection with the proposed project, and all documents cited or referred to therein;
- All final technical reports and addenda, studies, memoranda, maps, correspondence, and all planning documents prepared by the Metro Board, Project Applicant, or the consultants to each, relating to the project;
- All documents submitted to the Metro Board by agencies or members of the public in connection with development of the proposed project; and
- All actions of the Metro Board with respect to the Crenshaw/LAX Transit Corridor
- Any other materials required to be in the record of proceedings by Public Resources Code section 21167..6, subdivision (e).

5 ENVIRONMENTAL IMPACTS FOUND LESS THAN SIGNIFICANT WITH IMPLEMENTATION OF MITIGATION MEASURES

Below are the determinations of the Metro Board regarding the environmental effects, significant impacts, and corresponding Mitigation Measures of the Crenshaw/LAX Transit Corridor Project organized by topic area. These determinations or findings address the effects of the LPA, five design options, and two MOSs (refer to Section A.3 in this document for descriptions of these elements) and the maintenance facility. The additional design options require findings and environmental clearance to ensure that as

potential future funds become available these options may be considered for implementation individually or on combination.

This section is arranged by topic area per the FEIS/FEIR. Unless otherwise stated, the narrative of the impact applies to the LPA (alignment and stations), design options and MOSs for the LPA and the maintenance facility. Impacts listed that apply to specific options of the LPA, options that are not a part of the LPA, or the maintenance facility will be identified as such by name. Each impact discussion is followed by numbered Mitigation Measures LPA component, then by option (if applicable). Mitigation Measures for the maintenance facility were circulated as part of the Supplemental Environmental Impact Statement/Recirculated Draft Environmental Impact Report and are preceded by the letter "S". Determination of findings by the Metro Board follows the list of Mitigation Measures for each impact described.

5.1. Traffic

Significant construction effects would occur if changes to the physical environment are particularly disruptive or have specific health and safety considerations.

Impact.

- Construction traffic effects would be disruptive and significant from the following changes to the physical environment:
  - Lane reductions
  - Turn prohibitions
  - Off-peak intermittent closures
  - Parking reductions
  - Possible long term closures
  - Periodic closures – side streets

Reference. FEIS/FEIR 3.2.8. pgs 3-56- 3-63

Mitigation Measures

T1 Metro shall coordinate with the local jurisdictions to designate and identify haul routes for trucks and to establish hours of operation. The selected routes should minimize noise, vibration, and other impacts.

T2 Metro shall prepare a traffic management plan to facilitate the flow of traffic in and around the construction zone. This traffic management plan shall identify a community liaison and include the following measures:

- Schedule as much of construction-related travel as possible (i.e., deliveries, hauling, and worker trips) during the off-peak hours;
- Develop detour routes to facilitate traffic movement through construction zones without significantly increasing cut-through traffic in adjacent residential areas;
- Where feasible, temporarily re-stripe roadway to maximize the vehicular capacity at those locations affected by construction closures;

- Where feasible, temporarily remove on-street parking to maximize the vehicular capacity at those locations affected by construction closures;
- Where feasible, traffic control officers should be at major intersections during peak hours to minimize delays related to construction activities;
- Develop and implement an outreach program to inform the general public about the construction process and planned roadway closures;
- Develop and implement a program with business owners to minimize impacts to businesses during construction activity, including but not limited, to signage programs.

T3 Metro shall include in the traffic management plan measures that minimize any potential adverse effects to pedestrian movement in the corridor and to maximize pedestrian safety to the extent feasible.

T4 Metro shall coordinate with local school districts to disclose potential impacts to school bus routes.

T5 Project contractors shall provide alternate off-street parking for their employees during the construction period, in order to minimize the loss of parking to adjacent commercial districts.

T6 Project contractors shall prohibit parking for their employees in adjacent residential neighborhoods, in order to minimize the impacts to nearby residents.

Finding. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect.

Although construction of the LPA would require the loss of on-street parking and reduction in travel lanes, in most instances these are temporary conditions during the construction phase. A loss of on-street parking would occur along Crenshaw Boulevard from 48th to 60th Street. The majority of businesses along this segment have dedicated off-street parking and would be primarily affected by intermittent access. The businesses without off-street parking would be affected by intermittent access and the loss of on-street parking. The operational phase of the LPA would result in the restoration of these parking and travel lanes at select locations.

Mitigation Measures **T1** through **T6** would provide appropriate haul routes which would minimize the amount of heavy truck activity during peak and nighttime periods, would provide a community liaison to handle community concerns regarding traffic, maintain pedestrian circulation and safety, and minimize the loss of parking and access to businesses and residents. Implementation of these mitigation measures would provide a comprehensive array of construction management and abatement measures that would reduce the significant impacts of construction activity for adjacent commercial districts and residential neighborhoods to less than significant. Because these effects are associated with the construction phases and are short-term in nature, no permanent significant impacts are anticipated.

5.2. Displacement and Relocation of Existing Uses

Displacement and relocation impacts would be considered significant if the Crenshaw/LAX Transit Corridor Project would:

- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and/or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Impact. The LPA (alignment and stations) would require the acquisition of up to 97 total parcels, including 59 parcels that would be acquired in full, 31 parcels would be acquired in part, four parcels that would require permanent underground easements, and three parcels that would be used as temporary construction laydown areas (for staging equipment and materials). The LPA would result in acquisitions ranging from 130 square feet to over 74,000 square feet. Two single-family residential properties would be acquired in full to accommodate the at-grade LRT guideway. The displacement of two residential properties would not constitute the displacement of a substantial number of housing which necessitate the construction of replacement housing elsewhere. Therefore, a less-than-significant impact would occur.

Reference. FEIS/FEIR 4.2.2.1 pg 4-24. 4-55

Mitigation Measures

DR1 Metro shall provide relocation assistance and compensation, per the Uniform Relocation Assistance and Real Property Acquisition Policies Act and the California Relocation Act, to those who are displaced or whose property is acquired as a result of the Crenshaw/LAX Transit Corridor Project.

Finding. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect.

Mitigation Measure DR1 as presented above has been adopted as part of the project and will be enforced by Metro as described in the Mitigation and Monitoring Program (MMRP). The Uniform Relocation Act was created to provide displaced businesses and property owners fair compensation for displaced businesses and/or property owners. Implementation of Mitigation Measure DR1 would ensure that property acquisition, relocation assistance, and compensation would be provided and effects would remain less-than-significant. The Metro Board finds that providing compensation and relocation assistance would further mitigate the effects of property acquisition and impacts from displacement and relocation would remain less than significant.

5.3. Visual Quality

The Crenshaw/LAX Transit Corridor Project would result in a significant impact to visual resources if it would:

- Adversely affect a scenic resource;
- Substantially damage a scenic resource, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;

- Substantially degrade the existing visual character or quality of the site and its surroundings; and/or
- Create a new source of light or glare which would adversely affect day or nighttime views in the area.

Impact

Views and vistas associated with the LPA are not anticipated to have an impact because the alignment would generally be in the existing roadway or railroad rights-of-way, would be at-grade or below grade along Crenshaw Boulevard. A portion of the alignment is within a portion of a locally-designated scenic roadway for Crenshaw Boulevard, running from the I-10 Freeway to Slauson Avenue. This section is not designated as a State-Scenic Highway. The alignment would be located within the median of Crenshaw Boulevard through this portion of the roadway. Removal of the large, mature trees within the roadway median and reconfiguration of the frontage roads could adversely affect the character of the scenic resource without the implementation of mitigation measures.

- The loss of landscaping and vegetation would result in a significant impact to visual quality to residences along La Colina Drive.
- Removal of the large, mature trees within the roadway median and reconfiguration of the frontage roads along Crenshaw Boulevard from 60th to 48th Street would affect the character of the streetscape, which currently has a park-like or grand-boulevard character. Replacing the landscaped median with a street-grade transit system would affect the character of the setting. The loss of landscaping and vegetation would result in a significant impact to visual quality.
- For the Below-Grade Crossing at Centinela design option, it is expected that the cut and fill along the southern hillside would be visible from locations to the north and within Edward Vincent Jr. Park. This would be a discernible change and would result in a significant visual effect. In addition, this design option would require removal of more landmark palm trees south of the Harbor Subdivision, adjacent to the Florence Avenue/Centinela Avenue intersection than the LPA. This would be considered a significant visual change. Lastly, the trench design would remove screening landscaping west of Centinela Avenue, adjacent to La Colina Drive. These visual changes would also be considered to be significant.
- The design option for a station portal at the southwest corner of the Crenshaw/Martin Luther King Jr. Boulevard intersection would be located along landscaped frontage adjacent to the historic Broadway Department Store building (currently Wal-Mart). This would result in an impact if it did not compliment the visual features of the historic building.
- Construction of the project could temporarily affect the visual character of the area.

Construction of the LPA may require nighttime lighting which would result in a significant impact to adjacent sensitive receptors. Light and glare associated with the operation of the LPA is not anticipated to have an impact because the alignment would generally be in the existing roadway or railroad rights-of-way, which currently produce transport-related light and glare. In addition, the light intensity from trains is expected to be comparable to existing

buildings and vehicles along the alignment. Therefore, the operation project would not result in a new source of light and glare and a less-than-significant impact would occur.

Reference. FEIS/FEIR 4.4.4.2 pg 4-72 - 4-91

Mitigation Measures

V1 To minimize visual clutter, integrate system components, and reduce the potential for conflicts between the transit system and adjacent communities, design of the system stations and components shall follow the recommendations and principles developed in the project urban design explorations. These principles include, but are not limited to: 1) preserve and enhance the unique cultural identity of each station area and its surrounding community by implementing art and landscaping; and 2) promote a sense of place, safety, and walkability by providing street trees, walkways or sidewalks, lighting, awnings, public art, and/or street furniture. Prior to final design, community input shall also be used to help achieve these guidelines.

V2 At locations where existing land uses or vegetation is removed and neighboring uses are exposed to new views of the transit system, additional landscaping shall be provided within the right-of-way or in remnant acquisition parcels to create a buffer between the uses, but not necessarily to completely screen uses. Community input from adjacent residences or sensitive land uses shall be incorporated to the greatest extent feasible on the landscaping design elements to be incorporated.

V3 Mature trees that are removed during construction of the Crenshaw/LAX Transit Corridor Project shall be relocated or replaced with a tree of similar species, or if inappropriate for climate conditions, a species that is low-water use and compliant with the applicable City's landscape ordinance. Replacement shall occur in consultation with the Los Angeles Bureau of Street Services Street Tree Division and with the City of Inglewood Department of Public Works.

V4 Where practical and appropriate, additional landscaping and enhanced design features will be used to minimize the visual image of the TPSS sites and other ancillary facilities.

V5 For the Centinela Avenue cut and cover crossing design option, screening that is consistent with the existing area and Edward Vincent Jr. Park shall be installed on the north side of the trench to the extent feasible to reduce the adverse effects on the south-facing view of the trench.

V6 Should the alternate southwest portal at the King Station be selected, the structure for the portal will be designed to compliment the Streamline Moderne style of the Broadway Department Store consistent with the Secretary of Interior standards.

CON1 Visually obtrusive erosion control devices, such as silt fences, plastic ground cover, and straw bales should be removed as soon as the area is stabilized.

CON2 Stockpile areas should be located in less visibly sensitive areas and, whenever possible, not be visible from the road or to residents and businesses.

CON3 During nighttime construction activities, lighting shall be aimed at the downward and away from residential and other sensitive uses adjacent to the alignment and stations.

Finding. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect.

Implementation of Mitigation Measures V2 would reduce the effects of vegetation removal. The vegetative buffer that exists between the residences along La Colina Drive and the Harbor Subdivision would be replaced, restoring the visual quality. Implementation of Mitigation Measures V1 and V3 would reduce the effects from the loss of median trees and street reconfiguration. The median trees would be replaced or relocated with a tree of similar species. The reconfiguration of the frontage roads would result in the creation of new wider sidewalks which would be more accommodating to pedestrians and which would enhance the accessibility of adjacent businesses. The replacement of trees and road reconfiguration would result in no adverse effects to views and vistas of a scenic resource. Implementation of Mitigation Measures V1 and V4 would ensure that land acquisition required for station areas and ancillary facilities would be designed and landscaped to fit within the character of surrounding uses. Therefore, the Metro Board finds that less-than-significant impacts to visual quality would occur for the LPA.

Implementation of Mitigation Measures V1 and V5 would reduce the effects of additional vegetation removal and land acquisition required for the Below-Grade Crossing at Centinela. The vegetation would be replaced and screening would be provided to maintain a consistent visual character with the existing area. Therefore, impacts would be reduced to less-than-significant for the Below-Grade Crossing at Centinela.

Implementation of Mitigation Measure V6 would ensure that the portal structure for the Southwest Portal at Crenshaw/King Station would be designed so as not to obstruct or contrast with the features of the historic Broadway building and would not remove or obstruct existing uses. The portal design would not conflict with the visual quality of the Broadway building and impacts would be reduced to less-than-significant for this design option.

Mitigation MeasuresV1 through V6 have been adopted as part of the project and will be enforced by Metro. These measures will reduce the visual effects associated with the various components of the LPA.

Implementation of Mitigation Measures CON1 and CON2 would minimize the visibility of stockpile areas and erosion control devices and result in a less-than-significant impact to visual character. Implementation of Mitigation Measures CON3 would reduce the impacts of construction lighting used during construction on adjacent sensitive receptors to less than significant.

For the reasons stated above, and in the FEIS/FEIR, the Metro Board finds that impacts related to visual quality would be mitigated to a less-than-significant level.

5.4. Noise and Vibration

The *FTA Noise and Vibration Criteria Assessment* state that a project would have a significant impact on noise and vibration if:

- Operational noise levels exceed the FTA noise impact criteria shown in Table F-3 of the *Assessment*.
- Operational vibration levels exceed the FTA vibration impact criteria listed in Tables F-4 and F-5 of the *Assessment*.

The project would have a significant impact on construction noise and vibration if:

- Noise and vibration levels exceed the standards set forth in the Los Angeles Municipal Code.

Impact

- Warning signal noise would exceed the significance criteria at 57th Street and West Boulevard grade crossing. The LPA would exceed the vibration criteria at 16 locations (Table 4-20 of the FEIS/FEIR). Moderate passby noise impacts would occur at 15 residential buildings (14 along La Colina Drive and one residence along East Beach Avenue). A moderate impact would also occur at the Briercrest Inglewood Healthcare Center.
- Construction noise levels would exceed existing ambient noise levels by at least 5 dBA at nearby land uses.
- Construction vibration levels would result in a significant impact.
- Similar to the LPA, the Below-Grade Crossing at Centinela would result in significant vibration impacts to the Briercrest Inglewood Healthcare Center and a residential land use located along La Colina Drive.
- The Below-Grade Crossing at Centinela would result in significant ground-borne noise impacts at these same receptors.

Reference. FEIS/FEIR 4.6.2.2 pg 4-106 – 4-129

Mitigation Measures

N1 Warning device noise levels shall not exceed 103 dBA at 50 feet, subject to approval by the California Public Utilities Commission.

N2 Further site-specific testing shall be performed during the Final Design where potential for adverse vibration and ground-borne effects has been identified. Where adverse vibration and ground-borne effects are still predicted, the vibration energy transmitted into the ground shall be decreased using design features such as, but not limited to high-resilience fasteners, ballast mats, or floating slab trackbed. Vibration- and ground-borne-reducing design specifications for the track sections shall be determined in consultation with a qualified vibration scientist or engineer during the design phase. The features shall reduce the vibration levels below the FTA thresholds identified in Table 4-21 and Table 4-22.

CON25 The construction contractor shall develop a Noise and Vibration Control Plan demonstrating how to achieve the more restrictive of the Metro Design Criteria noise limits and the noise limits of the city noise control ordinance. The Plan should also show how to achieve FTA vibration limits. The Plan shall include measurements of existing conditions, a list of the major pieces of construction equipment that will be used, and predictions of the noise and vibration levels at the closest noise-sensitive receptors (residences, hotels, schools, churches, temples, and similar facilities). The Noise and Vibration Control Plan will need to be approved by Metro prior to initiating construction. Where the construction cannot be performed in accordance with the requirements of Metro, the contractor shall investigate alternative construction measures that would result in lower noise and vibration levels. The contractor shall conduct monitoring to demonstrate compliance with contract noise limits. In addition, the contractor shall coordinate with the View Park Preparatory Accelerated and St John the Evangelist school administrators to avoid disruptive activities during school hours.

CON26 The construction contractor shall utilize a combination of the following options of best management practices for noise abatement to comply with the Metro Design Criteria:

- The contractor shall utilize specialty equipment equipped with enclosed engines and/or high-performance mufflers as commercially available.
- The contractor shall locate equipment and staging areas as far from noise-sensitive receptors as possible.
- The contractor shall limit unnecessary idling of equipment.
- The contractor shall install temporary noise barriers as determined by the Noise Control Plan.
- The contractor shall limit unnecessary idling of equipment.
- The contractor shall install temporary noise barriers as determined by the Noise Control Plan.
- The contractor shall reroute construction-related truck traffic away from residential streets to the extent permitted by the relevant municipality.
- The contractor shall avoid impact pile driving near noise-sensitive receptors (residences, hotels, schools, churches, temples, and similar facilities) where possible. Where geological conditions permit their use, drilled piles or a vibratory pile driver is generally quieter.

Finding. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect.

Mitigation Measures N1 and N2 have been adopted as part of the project. These measures will be enforced by Metro as described in the MMRP. Mitigation Measure N1 would reduce warning signal noise levels at sensitive receptors by 6 dBA. Warning signal noise at the 57th Street grade crossing would be reduced to 62.1 dBA, which would be less than the 63 dBA FTA impact threshold for this location. Warning signal noise at the

West Boulevard grade crossing would also be reduced to 62.1 dBA, which would be less than the 64 dBA FTA impact threshold for this location. Mitigation Measure N1 would eliminate the unmitigated warning signal adverse impacts. Therefore, the Metro Board finds that a less-than-significant impact would occur after mitigation.

Mitigation Measure N2 would reduce ground-borne vibration and noise levels up to 15 VdB. The specific locations where vibration mitigations are expected to be required are listed in Table 4-23 of the FEIS/FEIR. The mitigation measure will reduce ground-borne vibration and noise between 2 and 15 VdB. Mitigation Measure N2 would eliminate the unmitigated ground-borne vibration and noise significant impacts under both the LPA and the Below-Grade Crossing at Centinela. Therefore, the Metro Board finds that a less-than-significant impact would occur after mitigation.

Metro does not mitigate moderate noise impacts and FTA requires mitigation of moderate noise impacts where feasible and cost-effective. The one feasible mitigation measure to reduce the moderate passby impacts near La Colina would be the inclusion of a sound wall adjacent to La Colina Drive. This mitigation measure would reduce significantly reduce sight lines at the Centinela at-grade crossing and increase the potential safety risk to both vehicles and pedestrians. Therefore, this mitigation measure was not required.

Construction-related noise and vibration impacts would be temporary, but result in a significant impact. Implementation of Mitigation Measures CON25 and CON26 would require the construction contractor to identify ambient noise and vibration levels, develop a plan to minimize the effects of construction noise and vibration on sensitive receptors, and ensure that the equipment used would be monitored and in compliance with the acceptable noise and vibration limits of the applicable jurisdictions.

For the reasons stated above, the Metro Board finds that impacts related to noise and vibration would be reduced to less than significant.

5.5. Ecosystems/Biological Resources

The *CEQA Guidelines* state that a project would normally have a significant impact on biological resources if it could:

- Result in the loss of individuals, or the reduction of existing habitat, of a state or federal listed endangered, threatened, rare, protected, or candidate species, or a Species of Special Concern or federally listed critical habitat;
- Result in the loss of individuals or the reduction of existing habitat of a locally designated species or a reduction in a locally designated natural habitat or plant community;
- Interfere with wildlife movement/migration corridors that may diminish the chances for long-term survival of a sensitive species;
- Result in the alteration of an existing wetland habitat; and/or
- Interfere with habitat such that normal species behaviors are disturbed (e.g., from the introduction of noise, light) to a degree that may diminish the chances for long-term survival of a sensitive species.

In addition, Section 15065 the CEQA Guidelines establishes the mandatory finding of significance related to ecosystems/biological resources if the project:

- Has the potential to: substantially degrade the quality of the environment; substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels,; threaten to eliminate a plant or animal community; substantially reduce the number or restrict the range of an endangered, rare or threatened species; or eliminate important examples of the major periods of California history or prehistory.

Impact

- The LPA would require the removal or disturbance of mature trees along Crenshaw Boulevard. Removal or disturbance of vegetation during the nesting season could potentially affect the habitat and bird species that are present.

Operation of the LPA would be along a defined corridor within a highly urbanized area. There are no wildlife corridors or wetlands that exist within the LPA. There are currently no sensitive species or habitat located directly within the project area. Due to lack of suitable habitat, none of the sensitive species listed by the CNDDB are anticipated to occur. Therefore, no additional significant impacts related to biological resources would occur. Mitigation measures have been included to ensure that impacts to biological resources remain less than significant.

Reference. FEIS/FEIR 4.7 pg 4-134 – 4-136

Mitigation Measures

EB1 Two biological surveys shall be conducted, one 15 days prior and a second 72 hours prior to construction that would remove or disturb suitable nesting habitat. The surveys shall be performed by a biologist with experience conducting breeding bird surveys. The biologist shall prepare survey reports documenting the presence or absence of protected native bird in the habitat to be removed and other such habitat within 300 feet of the construction work area (within 500 feet for raptors). If a protected native bird is found, surveys will be continued in order to locate nests. If an active nest is located, construction within 300 feet of the nest (500 feet for raptor nests) will be postponed until the nest is vacated and juveniles have fledged and when there is no evidence of a second attempt at nesting.

EB2 If construction of the project requires pruning of native tree species, the pruning shall be performed in a manner that does not cause permanent damage or adversely affect the health of the trees. If construction of the project requires the removal of a native tree species, the affected tree species shall be relocated or replaced in consultation with appropriate jurisdiction.

Finding. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect.

Mitigation Measures EB1 and EB2 as presented above have been adopted as part of the project. Mitigation measure **EB1** would be implemented to ensure that impacts to the disturbance of nesting bird habitats are less than significant. In addition, if trees to be

removed include native trees, compliance with the City of Los Angeles Native Tree Ordinance would be required. Although the ordinance does not require a permit for the pruning of protected trees, if the project requires pruning of native tree species, mitigation measure **EB2** would be implemented to ensure that impacts from pruning would remain less than significant. These measures will be enforced by Metro as described in the MMRP. For the reasons stated above, the Metro Board finds that impacts related to the loss of vegetation and nesting birds would be reduced to less than significant.

5.6. Geotechnical/Subsurface/Seismic/Hazards/Hazardous Materials

Under CEQA, the proposed project would have a significant impact if it would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death, involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issues by the State Geologist for the area or based on other substantial evidence of a known fault
  - Strong seismic ground shaking
  - Seismic-related ground failure, including liquefaction
  - Landslides;
- Result in substantial soil erosion or the loss of topsoil;
- Be located on a geologic unit that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading subsidence, liquefaction or collapse;
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property;
- Have soils capable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water;
- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment
- Emit hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result , would it create a significant hazard to the public or the environment
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area

- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; and/or
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are adjacent to urbanized areas or where residences are intermixed with wildlands.
- Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map;
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
- Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam; and/or
- Expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow.

Impact

- The project has the potential to result in ground deformation. This would be a significant impact.
- The project is also susceptible to liquefaction in two areas. The first area mapped as being susceptible to liquefaction is south of the I-10 Freeway, along the eastern slopes of the Baldwin Hills. The second area is along the Harbor Subdivision. Therefore, there would be a potential for liquefaction in these areas.
- There would also be an impact from the potential to encounter lead-based paint and asbestos during demolition of the structures on the maintenance facility site.

Reference. FEIS/FEIR 4.8.2 pg 4-145 – 4-153

Mitigation Measures

GEO1 A soil mitigation plan shall be prepared after final construction plans are prepared showing the lateral and vertical extent of soil excavation during construction. The soil mitigation plan shall establish soil reuse criteria, establish a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify guidelines for imported materials. The soil mitigation plan shall include a provision that during grading or excavation activities, soil shall be screened for contamination by visual observations and field screening for volatile organic compounds with a photo ionization detector (PID). Soil samples that are suspected of contamination based on field observations and PID readings shall be analyzed for suspected chemicals by a California certified laboratory. If contaminated soil is found, it shall be removed, transported to an approved disposal location, and remediated or disposed according to guidance

identified in proven technologies and remedies of site cleanup prescribed by the Department of Toxic Substance Control.

GEO2 All hazardous materials, drums, trash, and debris shall be removed and disposed of in accordance with regulatory guidelines set forth by the Department of Toxic Substances Control in Title 22 Division 4.5 of the California Code of Regulations. Waste would be disposed of by a licensed hazardous waste transporter at an authorized and licensed disposal facility or recycling facility utilizing properly completed Uniform Hazardous Waste Manifest forms. A Department of Health Services certified laboratory should sample waste to determine the appropriate disposal facility.

GEO3 A health and safety plan shall be developed for sensitive receptors with potential exposure to the constituents of concern identified in the preliminary Geotechnical Report contained in Appendix H.

GEO4 Historical and present site usage along the many areas of the proposed alignment included businesses that stored hazardous materials and/or waste and used USTs, from at least the 1920s to the present. It is possible that areas with soil and/or groundwater impacts may be present that were not identified in this report, or were considered a low potential to adversely impact the subject property. In general, observations should be made during future development activities for features of concern or areas of possible contamination such as, but not limited to, the presence of underground facilities, buried debris, waste drums, tanks, soil staining or odorous soils. Further investigation and analysis may be necessary, should such materials be encountered.

GEO5 Best Management Practices (BMPs), identified in Appendix F, required as part of the NPDES permit and application of SCAQMD Rule 403, shall be implemented for the proposed project to not only reduce potential soil erosion, but also to maintain soil stability and integrity during grading, excavation, below grade construction, and installation of foundations for aerial structures, and maintenance and operations facilities. BMPs would comply with applicable Uniform Building Codes and include, but are not limited to, scheduling excavation and grading activities during dry weather, covering stockpiles of excavated soils with tarps or plastic sheeting, and debris traps on drains.

GEO6 The design of the project shall adhere to the design specifications of the geotechnical study for maintaining structural integrity under static and seismic loading and operational demands.

CON27 Soil Mitigation Plan – A soil mitigation plan should be prepared after final construction plans are prepared showing the lateral and vertical extent of soil excavation during construction. The soil mitigation plan should establish soil reuse criteria, establish a sampling plan for stockpiled materials, describe the disposition of materials that do not satisfy the reuse criteria, and specify guidelines for imported materials. The soil mitigation plan should include a provision that during grading or excavation activities, soil should be screened for contamination by visual observations and field screening for volatile organic compounds with a PID. Soil samples that are suspected of contamination based on field observations and PID readings shall be analyzed for suspected chemicals by a California certified

laboratory. If hazardous soil is found, it shall be removed, transported to an approved disposal location, and remediated or disposed according to state and federal laws. Other contaminated but nonhazardous soil may be reused on site applications such as bridge embankments or underneath paved areas provided the public is protected from coming into contact with the contaminated soils and the specific use is agreed to by the California Department of Toxic Substances Control (DTSC).

Finding. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect.

The LPA and MOSs are not located in areas mapped as susceptible of landslides. The alignment is relatively flat and the potential for landslides along the alignment would be remote. Therefore, no adverse effects related to landslides are anticipated. The LPA and MOSs are not located within any 100 or 500 year flood zones and, therefore, no modifications to any established floodplains would result from the implementation of the proposed project. The alignment is located in an area already developed with impervious surfaces as wells as well-developed drainage infrastructure and would not increase the risk of flooding. Therefore, no adverse effects related to flooding are anticipated. The LPA and MOSs are not located in an area susceptible to inundation from seiches and tsunamis. The nearest section of the alignment is located approximately three 3.5 miles from the Santa Monica Bay and is not located within a tsunami zone. The potential for a risk of tsunami is remote and the LPA would not increase the risk of occurrence or the number of people that would potentially be exposed to a tsunami. In addition, there are no reservoirs nearby, which would result in risk from seiches. Therefore, no adverse effects related to seiches and tsunamis are anticipated.

There are numerous schools, day care facilities, as well as the Los Angeles International Airport located with 0.25 mile of the corridor. The potential for exposure to contaminated materials would be limited to the confines of the project right-of-way. The mitigation measures provide for the proper disposal of contaminated substances and thus ensure the safety of individuals at nearby schools and the airport.

The project would not prohibit emergency responsiveness and may potentially increase response time and evacuation efforts should it be necessary provide a way to efficiently move people in the case of emergency evacuation situations. Therefore, a less-than-significant impact is anticipated related to an emergency response plan.

The study area is located within an entirely developed area and there are no wildlands in the vicinity that could increase exposure to fires. Therefore, a less-than-significant impact is anticipated related to wildfires.

The primary concern for the LPA or MOSs would be the potential for encountering hazardous materials or subsurface gases during grading and excavation within the Harbor Subdivision. However, based on the exploratory borings, the discovery of elevated volumes of hazardous materials or subsurface gases such as methane is not anticipated and no adverse effects would occur. It is possible that contaminated soil and/or groundwater may be encountered in the areas of the proposed at-grade, below-grade, and aerial alignments along the entire section.

Implementation of the Mitigation Measures GEO1 through GEO6 would ensure that the all structures for the project would be designed according to the soil integrity along the alignment and would reduce the impacts related to liquefaction, settlement and ground shaking during the construction and operational phases of the project to less-than-significant levels.

A hazardous substances investigation was conducted during the advanced conceptual engineering for the project. Sixty five soil samples were collected along the alignment and tested for hazardous materials (metals, volatile organic compounds, petroleum hydrocarbons). One area near the Harbor Subdivision and Crenshaw Boulevard was found to contain an elevated level of Arsenic at approximately 10 feet. However, the level of Arsenic (28mg/kg) is still considered non-hazardous because it is below ten times the screening threshold limit (50mg/kg). Construction activity would be conducted in accordance with all federal and State regulatory requirements that are intended to prevent or manage hazards. Therefore, the LPA and MOSs would not result in adverse effects related to hazardous materials. The mitigation measures that follow provide the recommended methods for safely approaching potential hazardous materials encountered during the course of the project. Construction activity would be conducted in accordance with all federal and State regulatory requirements that are intended to prevent or manage hazards. Mitigation Measure CON27 provides the recommended methods for safely approaching potential hazardous materials encountered during the course of the project and ensure that impacts to hazardous materials remain less than significant.

For the reasons stated above, Metro finds the project would not affect emergency response times or wildlands and impacts related to risk from landslides, flooding, tsunamis, inundation would remain less than significant. Metro also finds that impacts related to ground deformation, liquefaction and hazardous would be reduced to less than significant.

Additional Mitigation Measure For Maintenance Facility

S-GEO4 There is a potential for lead based paint and asbestos containing building materials to be present at the maintenance facility sites. An asbestos survey and lead based paint survey shall be conducted on all sites where on-site structures would be demolished or significantly renovated.

Finding. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect.

Mitigation Measures GEO1 through GEO6, as well as SGE04 have been adopted as part of the project. These measures will be enforced by Metro as described in the MMRP. During the advanced conceptual engineering for the project, the aerial crossing over La Brea Avenue was changed to a below-grade crossing to minimize the potential risk from ground deformation from seismic activity. The Florence/La Brea Station was also moved east near Market Street in accordance with regulations with designated Alquist-Priolo Zones which prohibit facilities that involve the congregation of people from being located directly adjacent to a fault.

Implementation of Mitigation Measures GEO1 through GEO6 would provide the appropriate methods for safely approaching the potentially hazardous situations from ground

deformation and liquefaction and reducing this potential impact to less-than-significant levels. It is assumed that the project would be implemented in accordance with all federal and State requirements and permits during the construction process. Due to the great body of experience and techniques for remediation, it is anticipated that impacts would be less than significant.

Mitigation Measures GEO1 through GEO6 would also apply for the maintenance facility. Implementation of Mitigation Measure S-GEO4 for the maintenance facility would require a lead based survey to determine whether any of the existing buildings contain lead-based paint. Buildings found to contain lead-based paint would be required by law to use workmanship practices that will assist in minimizing the exposure of workers and residents to lead-based paint hazards.

For the reasons stated above, Metro finds impacts related to ground deformation, liquefaction and hazardous materials specific to the maintenance facility would be reduced to less than significant.

5.7. Water Resources

According to the CEQA, the Crenshaw/LAX Transit Corridor Project would result in a significant impact to water resources if it would:

- Not have sufficient water supplies available to serve the project;
- Conflict with applicable legal requirements related to hydrology or water quality, including a violation of state water quality standards or waste discharge requirements;
- Substantially degrade groundwater quality or interfere with groundwater recharge, or deplete groundwater resources in a manner that would cause water-related hazards, such as subsidence;
- Alter the existing drainage pattern of the site or area in a manner that would cause substantial flooding, erosion, or siltation;
- Create or contribute to runoff that would exceed the drainage and flood control capacity of existing or planned storm water drainage systems; and/or
- Place within a 100-year flood hazard area structures that would impede or redirect flood flows, or otherwise expose people and/or property to water-related hazards, such as flooding.

Impact

- The LPA could result in a source of polluted runoff that could affect water quality.
- The LPA would require excavation below the surface level and could affect groundwater quality.

The LPA could require a small amount of water supply at station areas, if facilities, such as restrooms and drinking fountains were present, and for landscaping. The water usage would not exceed existing usage and sufficient supply would be available to serve the project. Therefore, less-than significant impacts to water supplies would occur. Based on the existing groundwater levels and project design depths, the LPA would not substantially deplete groundwater supplies or interfere with recharge. The LPA would include removal of

landscaping and an increase in impervious surfaces. The increase of impervious surfaces due to the construction of the proposed project would not alter the drainage or increase the amount of runoff significantly. The project would not contribute runoff that would exceed the capacity of existing or planned stormwater drainage systems. Therefore, the LPA would result in less-than-significant impacts to depletion of groundwater supplies, and increased runoff which would affect the alteration of drainage patterns or exceed the capacity of drainage systems.

Reference. FEIS/FEIR 4.9.2 pg 4-157 – 4-163

Mitigation Measures

WQ1 During project construction and operation, remediation should be required at maintenance facilities and vehicle storage areas, where a potential exists for grease and oil contamination to flow into storm drains. Various types of ditch structures, including grease traps, sediment traps, detention basins, and/or temporary dikes, may be used to control possible pollutants. These facilities shall be constructed pursuant to guidance published in Section 402 of the Clean Water Act (CWA) and shall follow the most current guidance within the NPDES permit program.

WQ2 The flood capacity of existing drainage or water conveyance features within the project study corridor shall not be reduced in a way that causes ponding or flooding during storm events. A drainage control plan shall be developed during project design to ensure that drainage is properly conveyed from the study area and does not induce ponding on adjacent properties.

WQ3 A dewatering permit shall be required if groundwater is encountered during construction. The proposed project is located in an urbanized area where potential groundwater contamination may exist. If contaminated groundwater is encountered during construction, the contractor shall stop work in the vicinity of the suspect find, cordon off the area, and contact the appropriate hazardous waste coordinator and maintenance hazardous spill coordinator at Metro and immediately notify the Certified Unified Program Agencies (City of Los Angeles Fire Department, County of Los Angeles Fire Department, and Los Angeles Regional Water Quality Control Board or RWQCB) responsible for hazardous materials or waste incidents. Coordination with the Los Angeles RWQCB shall be initiated immediately to develop an investigation plan and remediation plan for expedited protection of public health and environment. Contaminated groundwater is prohibited from being discharged to the storm drain system. The contractor shall properly treat or dispose of any hazardous or toxic materials, according to local, state, and federal regulations). Potential treatment methods include, but are not limited to, extraction, treatment and reinjection, bioremediation, recirculating wall technology, deep well treatment, vapor extraction, and natural attenuation. The appropriate method of treatment and monitoring would be subject to the responsible agency determined in the Mitigation Monitoring Reporting Program.

WQ4 The study area currently drains indirectly to Ballona Creek and Dominguez Creek through the Municipal Separate Storm Sewer System (MS4). Treatment control BMPs shall be incorporated into the project design. The project shall consider placing the treatment BMPs in series or in a complimentary system to increase the

control of pollutants to the maximum extent practicable. The systems shall be designed to efficiently and effectively handle and treat dry and wet weather flows to the maximum extent practicable. A Standard Urban Stormwater Mitigation Plan (SUSMP) and appropriate drainage control plan shall be implemented to select and place appropriate permanent treatment BMPs.

WQ5 During construction of the project, on-site integrated management strategies that employ green infrastructure strategies to capture runoff and remove pollutants shall be used. Green infrastructure strategies combine a variety of physical, chemical, and biological processes that focus on conveying runoff to bioretention areas, swales, or vegetated open spaces.

Finding. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect.

Mitigation Measures WQ1 through WQ5 have been adopted as part of the project. These measures will be enforced by Metro as described in the MMRP. Compliance with permitting requirements and implementation of Mitigation Measures WQ1 through WQ5 would ensure that no significant long term impacts to drainage patterns or surface water or groundwater quality. The study corridor is in an urbanized area in which much of the runoff does not seep into the ground. Runoff and drainage from the site would be treated and directed so that it would not contaminate existing water quality. The below-grade segment in this area along Crenshaw Boulevard is approximately 50 feet below the ground surface and is located within a liquefaction zone that spans along Crenshaw Boulevard from the I-10 Freeway in the north to Vernon Avenue in the south. Groundwater levels at Exposition Boulevard are as high as 16 feet below ground surface and gradually decline to more than 75 feet at Vernon Avenue. Dewatering activity would likely be required along this segment. Implementation of Mitigation Measure WQ3 would ensure that dewatering activity would not contaminate the groundwater encountered during excavation. For the reasons stated above, the Metro Board finds impacts related to runoff and groundwater quality would be reduced to less than significant.

5.8. Historic/Archaeological/Paleontological Resources

Section 15064.5 of the CEQA Guidelines sets forth the criteria and procedures for determining significant historical resources, and the potential effects of a project on such resources. CEQA also categorizes paleontological resources as cultural resources and requires an impact evaluation to such resources. Impacts to paleontological resources fall under CEQA only and are not considered historic properties to be evaluated under NEPA or the Section 106 process.

Impact

- The LPA has the potential to affect archaeological or paleontological sites where excavation or grading is needed for below grade configuration, footings for the aerial configuration, or foundations for traction power substations, other buildings or station platforms. No known cultural, archaeological or paleontological resources listed in or eligible for listing in the National Register of Historic Places or California Register would be affected by the project. Discovery of unknown archaeological or paleontological resources is possible during excavation activities and would result in a significant impact if destroyed.

Reference. FEIS/FEIR 4.11.2 pg 4-185 – 4-199

Mitigation Measures

CR1 Treatment of Undiscovered Archaeological Resources

Construction personnel shall be informed of the potential for encountering significant archaeological and paleontological resources along Crenshaw Boulevard in the vicinity of the Crenshaw/King Station, and instructed in the identification of fossils and other potential resources. All construction personnel shall be informed of the need to stop work on the project site until a qualified archaeologist or paleontologist has been provided the opportunity to assess the significance of the find and implement appropriate measures to protect or scientifically remove the find. Monitors with Native American qualifications shall be used at a minimum for construction within a ¼ mile of the Crenshaw/King Station. If human remains are encountered during construction, all work shall cease in the area of potential affect and the Los Angeles County Coroner's Office shall be contacted pursuant to procedures set forth in Public Resources Code Section 5097 et seq. and Health and Safety Code in Sections 7050.5, 7051, and 7054 with respect to treatment and removal, Native American involvement, burial treatment, and re-burial, if necessary.

A detailed Cultural Resources Monitoring and Mitigation Plan (CRMMP) would be prepared prior to implementation of this project, similar in scope to the CRMMP that was prepared for Metro's Eastside Gold Line Transit Corridor (Glenn and Gust 2004). Implementation of a CRMMP during ground disturbance in highly sensitive archaeological areas would ensure that cultural resources are identified and adequately protected. If cultural resources are discovered or if previously identified resources are affected in an unanticipated manner, the Monitoring Plan would also ensure that such resources receive mitigation to reduce the impact to less-than-significant levels. This plan would include, but not be limited to, the following elements, which are described in further detail in the Cultural Effects Report in Appendix G:

- Worker training
- Archaeological monitoring
- The scientific evaluation and mitigation of archaeological discoveries
- Native American participation, as needed
- Appropriate treatment of human remains, if applicable
- Reporting of monitoring and mitigation results

CR2 Paleontological Monitoring

A qualified paleontologist shall produce a Paleontological Monitoring and Mitigation Plan (PMMP) for the proposed project and supervise monitoring of construction excavations. Paleontological resource monitoring shall include

inspection of exposed rock units during active excavations within sensitive geologic sediments. The monitor shall have authority to temporarily divert grading away from exposed fossils to professionally and efficiently recover the fossil specimens and collect associated data. All efforts to avoid delays in project schedules shall be made.

All project-related ground disturbances that could potentially affect previously undisturbed Quaternary older alluvial deposits shall be monitored by a qualified paleontological monitor under the supervision of a qualified paleontologist on a full-time basis because these geologic units are determined to have a high paleontological sensitivity. Very shallow surficial excavations (less than 5 feet) within areas of previous disturbance or areas mapped as Quaternary younger alluvial deposits or Artificial fill shall be monitored on a part-time basis to ensure that underlying sensitive units (i.e. older alluvium) are not adversely affected. The location of subsurface sensitive sediments shall be determined by the qualified paleontologist upon review of project grading plans.

Paleontological monitors shall be equipped with the necessary tools for the rapid removal of fossils and retrieval of associated data to prevent construction delays. This equipment shall include handheld global positioning system (GPS) receivers, digital cameras and cell phones, as well as a tool kit containing specimen containers and matrix sampling bags, field labels, field tools (awls, hammers, chisels, shovels, etc.) and plaster kits. At each fossil locality, field data forms shall be used to record pertinent geologic data, stratigraphic sections shall be measured, and appropriate sediment samples shall be collected and submitted for analysis.

Any collected fossils shall be transported to a paleontological laboratory for processing where they will be prepared to the point of curation, identified by qualified experts, listed in a database to facilitate analysis and reposited in a designated paleontological curation facility (such as the Natural History Museum of Los Angeles County).

The qualified paleontologist shall prepare a final monitoring and mitigation report to be filed, at a minimum with Metro and the repository. The final report shall include, but not be limited to, a discussion of the results of the mitigation and monitoring program, an evaluation and analysis of the fossils collected (including an assessment of their significance, age and geologic context), an itemized inventory of fossils collected, a confidential appendix of locality and specimen data with locality maps and photographs, an appendix of curation agreements and other appropriate communications, and a copy of the project-specific paleontological monitoring and mitigation plan.

Finding. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect.

Mitigation Measures CR1 and CR2 have been adopted as part of the project. These measures will be enforced by Metro as described in the MMRP. Mitigation Measure CR1, described above, would provide monitoring of excavation activity in areas in the unlikely event that a potential archaeological resource could be discovered. In addition to the monitoring and identification process, the mitigation measure provides the mechanism for the treatment of a potential discovery which includes worker training and instructions to stop

construction activity until a potential resource can be evaluated for its significance. Implementation of Mitigation Measure CR2 would provide a similar identification and treatment process for the unlikely discovery of a paleontological resource. For the reasons stated above, the Metro Board finds that impacts related to archaeological and paleontological resources would be reduced to less than significant.

5.9. Community Facilities

The *CEQA Thresholds* state that a project would normally have a significant impact on public facilities if it could:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection;
- For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area;
- For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working within the project area;
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan;
- Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands;
- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection;
- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools;
- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities.

Impact

- There are two locations along the LPA alignment where existing sidewalks may restrict the flow of access to community facilities. The first is adjacent to Faithful Central Bible church, where pedestrians who attend services have to walk along a narrow sidewalk (six feet) along Eucalyptus Avenue and cross the LPA tracks to reach

the secondary parking lot and associated church facilities that are located on the north side of the Harbor Subdivision. The second location where the existing sidewalks (also six feet) are not wide occurs along Florence Avenue adjacent to the Florence/La Brea Station. Transit riders would be funneled onto this narrow sidewalk along Florence as they proceed to cross either at Locust Avenue, Market Street, or La Brea. A potential significant impact to the flow of pedestrians would occur near Faithful Central Bible Church and the La Brea Station.

The proposed LPA would have the beneficial impact of situating public transit adjacent to parks, and thereby, potentially increasing the public's ability to visit them. The LPA is located within 0.25-mile of numerous public service facilities (3) and community facilities (72). Of these, one public service facility and 39 community facilities are within approximately 0.05 miles of the alignment. Thirty-three of the community facilities and public services are within 0.25-mile of a proposed station location and would benefit from enhanced access to public transit. The public service facilities (police and fire) near the alignment are located near grade separated crossings of the alignment (Century Boulevard and La Brea Avenue) so that the LPA would not result in an adverse effect on response times. The LPA would be within the existing street system and along the existing Harbor Subdivision and would not affect vehicle or pedestrian access to all other community facilities. Sidewalks impacted (i.e., sidewalks just south of the Crenshaw/Exposition Station, on the east side of the street) as part of the project will be reconstructed and reconfigured, thereby continuing to provide access for pedestrians. Although the LPA would potentially make these parklands and community facilities more accessible, this accessibility would not create a demand of such magnitude that would lead to substantial deterioration of facilities, nor would they would need to be expanded or have new facilities constructed. Therefore, the LPA would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks. The LPA would not increase the use of existing neighborhood and regional parks or other community facilities such that substantial physical deterioration of the facility would occur or be accelerated. Finally, the LPA does not include recreational facilities or require the construction or expansion of recreational facilities, which might have a physical effect on the environment.

Reference. FEIS/FEIR 4.12.2 pg 4-185 – 4-199

Mitigation Measures

PCF-1 The project shall incorporate Metro Design Criteria standards for sidewalks to ensure the safe flow of pedestrians.

Finding. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect.

Mitigation Measure PCF-1 as presented above has been adopted as part of the project. Implementation of Mitigation Measure PCF-1 would ensure that the sidewalks adjacent to these two areas would be designed to accommodate the higher flow of pedestrian activity. The design criteria standards include, but are not limited to providing wider sidewalks and providing fencing to ensure that pedestrians remain within the safety of

the sidewalks. The incorporation of the design standards would occur in coordination with the City of Inglewood Public Works Department, who has jurisdiction in these two areas. For the reasons stated above, the Metro Board finds that impacts related to community facilities would be reduced to less than significant.

5.10. Economic and Fiscal Effects

Economic effects of a project shall not be treated as significant effects on the environment; however, an environmental analysis may use economic effects to determine that a physical change is significant.

Impact. The LPA would not result likely long-term physical effects on adjacent businesses and business districts and a less-than-significant impact would occur. Mitigation measures are included to ensure that impacts remain less than significant.

Reference. FEIS/FEIR 4.13.2 pgs 4-241-4-247

Mitigation Measures

CON28 Nearby business owners and commercial property owners shall be notified of the schedule for specific planned construction activities, changes in traffic flow, and required short-term modifications to property access.

CON29 General notices shall be provided to local government, transit agencies, major institutions, and other organizations of the schedule for planned construction activities.

CON30 Methods shall be developed by which business owners can convey their concerns about construction activities and the effectiveness of mitigation measures during the construction period so activities can be modified to reduce adverse effects.

CON31 Advance notice shall be provided to affected property owners if utilities would be disrupted for short periods of time and scheduled major utility shut-offs during low-use periods of the day.

CON32 Construction activities shall be planned to minimize effects on community gatherings, special celebrations, or other similar events.

CON33 Public information campaigns shall be conducted to encourage patronage of corridor businesses during the construction period.

Finding. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect.

The project is anticipated to generate two thousand direct construction jobs over a five year period. In addition, implementation of Mitigation Measures **CON28** through **CON33** would provide for construction planning to reduce impacts from the inconvenience and/or disruption to the flow of customers, employees, and materials and supplies to and from corridor businesses. The provision of these mitigation measures would provide information to property owners and businesses and provide an outlet for them to communicate their concerns and ensure that impacts remain less than

below-grade, and above-grade station entrances/exits shall be accessible at ground-level with clear sight lines.

SS6 Metro shall implement appropriate measures to ensure pedestrian crossing safety at all locations with adjacent schools, churches, and high pedestrian areas as determined by the CPUC.

SS7 Metro shall conduct a Hazard Analysis before the start of Final Design, using current safety analysis as a reference. The Hazard Analysis shall determine a design basis for warning devices as required by the California Public Utilities Commission.

SS8 Vehicular and pedestrian warning measures, such as signage, shall be provided along the length of the platforms of the LRT Stations. Gates shall be provided at pedestrian crossings of the LRT and/or BNSF tracks within the Harbor Subdivision. These markings will be provided to alert motorists and pedestrians to potential conflict in the area.

SS9 To discourage crossing the alignment and enhance safety, such as near the Faithful Central Bible Church, Metro shall provide fencing along either side of the alignment, between the parking lot and church buildings and ensure adequate pedestrian safety devices at designated crossings.

Finding. Mitigation Measures SS1 through SS9, as presented above, have been adopted as part of the project. These measures will be enforced by Metro as described in the MMRP. Mitigation Measures SS1 through SS5 would provide appropriate design, visibility, lighting, and implementation of a security plan that would allow for the efficient monitoring and patrol of station areas and provide the appropriate level of security for rail patrons.

Safety, around the trackway would be ensured through implementation of appropriate warning devices based on comprehensive hazard analysis and field diagnostic reviews with the affected parties as part of the legally required CPUC grade crossing application process. Pedestrian counts have been conducted along Crenshaw Boulevard near schools and signage and warning devices have been incorporated into the project to ensure the safety of pedestrians. Either the speed of the train would not exceed posted speed limits when it is running at-grade in the center of the street and crossing would occur with traffic signals, or the train speed would exceed 35 mph and barriers would impede access to the tracks. At designated crossings, pedestrian and motorist gates and visual and audible warning devices would be provided. For the reasons stated above, the Metro Board finds that impacts related to safety and security would remain less than significant.

5.12. Environmental Justice

There are no CEQA thresholds related to Environmental Justice.

Impact. With implementation of the LPA, design options, and MOSs, populations sensitive to environmental justice concerns will have greater access to regional activity centers and employment opportunities. The project would have a beneficial impact with improved access to transit.

Reference. FEIS/FEIR 4.18.2 pgs 4-331-4-339

significant. The economic and fiscal effects discussed address regional economic activity, long-term operations, employment, government revenues, and likely long-term effects on adjacent businesses and business districts. Only the later effect would result from physical changes in the environment – primarily the acquisition of property, displacement of building structures, and potentially the construction of the rail tracks for the LRT line. The project would provide transit infrastructure in a transit dependent community, providing for the future sustainability of the area. No urban decay would result from implementation of the project. In addition, the project is anticipated to generate two thousand direct construction jobs over a five year period. Therefore, the Metro Board finds impacts related to economic and fiscal effects would be less than significant.

5.11. Safety and Security

Project effects on safety and security would be considered significant if they:

- Cause or create the potential for substantial adverse safety conditions or substantially limit the delivery of community safety services, such as police, fire, or emergency services; and/or
- Cause or create the potential for substantial adverse security conditions, including: incidents, offenses, and crimes.

Impact. The LPA's potential safety and security impacts would not lead to physical adverse changes in the environment. Therefore, less-than-significant impacts associated with safety and security would occur. Mitigation measures are included to ensure that impacts remain less than significant.

Reference. FEIS/FEIR 4.14 pg 4-251 – 4-262

Mitigation Measures

SS1. All stations and parking facilities shall be equipped with monitoring equipment and/or be monitored by Metro security personnel on a regular basis.

SS2 Metro shall implement a security plan for LRT operations that shall include both in-car and station surveillance by Metro security or other local jurisdiction security personnel and establish well lit pedestrian station and parking areas that minimize shadows and provide visibility for security personnel to monitor activity.

SS3 All stations shall be lit to a standard of no less than two footcandles to minimize shadows and ensure that all pedestrian pathways leading to/from sidewalks and parking facilities shall be well illuminated.

SS4 Metro shall coordinate and consult with the LAPD, the LA County Sheriff's Department, the Inglewood Police Department, and the LAX Police to develop safety and security plans for the alignment, parking facilities, and station areas which satisfy the requirements necessary for the appropriate policing jurisdiction to effectively patrol the area.

SS5 The station design shall be undertaken to avoid obstructions to visibility or observation and discrete locations favorable to crime; pedestrian access to at-grade,

procedures in place, there would not be a willful and disproportionate safety effect on minority and low-income communities within the Crenshaw/LAX Transit Corridor. In addition, Metro has responded to community concerns regarding safety of at grade sections by including grade separated design options in key sections of the corridor with the exception of the segment on Crenshaw Boulevard from 48th Street to 60th Street where LRT operations have been determined to operate safely without the need of a grade separation. This is due to the width of the Crenshaw Boulevard at this point, traffic signal proposed operation modifications, and proposed street geometry changes. Therefore, no disproportionate adverse impacts on minority or low income communities are anticipated.

Although the project would provide long-term mobility improvements and access for minority and low-income populations, the construction effects may have environmental justice implications from difficulty of access to local businesses and services. Mitigation Measure CON34 would address the difficulty of access to local businesses and services and provide signage to ensure access to residents and businesses is maintained to the greatest extent feasible.

Therefore, the Metro Board finds that the potential impacts discussed are less-than-significant.

6 ENVIRONMENTAL IMPACTS FOUND SIGNIFICANT AFTER IMPLEMENTATION OF MITIGATION MEASURES

The FEIS/FEIR identified the following significant or potentially significant construct-phase-related impacts, as described below that cannot be mitigated to a less-than-significant level, despite the implementation of mitigation measures or selection of alternatives to reduce these impacts. These mitigations will be adopted as part of the project and after implementation, where impacts remain significant, Metro finds that changes or alterations have been required in, or incorporated into, the project which mitigate the significant effects on the environment. As stated in CEQA Guidelines Section 15091, the Metro Board also finds where measures to mitigate the significant effects are infeasible, that "Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible mitigation measures or project alternatives" identified in the FEIS/FEIR. The Metro Board further finds that the project has been designed in a manner that reduces impacts to the maximum extent reasonably feasible, and that the specific economic, legal, social and technological benefits of the project are identified in Section 10, Statement of Overriding Considerations, of these findings.

6.1. LPA (Alignment and Stations), Design Options and MOSs

The intersection LOS analysis assumes that an intersection would be adversely affected by traffic volume changes if the project alternative will cause an increase in average vehicle delay according to the following thresholds that were developed in consultation with local jurisdictions:

- Final LOS C – an adverse impact has occurred if the delay is increased by 10 or more seconds

Mitigation Measures

CON34 Metro shall ensure that all businesses and service providers are provided with adequate access during construction. Where there is a significant LEP population, signage shall be provided in various languages (as appropriate).

Finding. Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect.

The LPA provides for a new mass transit line in the Crenshaw/LAX Transit Corridor to provide transit service to a predominantly minority and low-income area. Because the project would occur within a predominantly minority and low-income area, all the impacts caused by the proposed project would occur to primarily minority and low-income groups.

The displacement effects occur uniformly along the alignment and do not disproportionately affect a minority or low-income population. The choice of properties to displace is based on the alignment and the engineering needs of the station areas and rights-of-way. Community input regarding environmental justice and equity received by Metro since the inception of the Crenshaw/LAX Transit Corridor Project has consistently emphasized the topic of safety and security of the transit technologies being considered for the corridor. Safety of the at-grade LRT sections is a key community concern. Safety considerations have played a key role in the design of the LPA and Metro has implemented a wide array of safety features for vehicles and pedestrians which are described in Section 4.14, Safety and Security of the FEIS/FEIR. To systematically address the issue of grade separating transit service, Metro developed a Grade Crossing Policy for Light Rail Transit in 2003. Since its adoption by the Metro Board, this policy has been in use as a planning and engineering assistance tool and it requires that rail and highway crossings be analyzed in a sequence of steps at increasing levels of detail. This policy is applied to all Metro project corridors regardless of the socioeconomic status or race/ethnicity of adjacent neighborhoods.[1]

Within the Crenshaw/LAX Transit Corridor, the LPA alignment reflects the results of the application of the grade crossing policy. The grade separations included in the LPA alignment were based on the analysis that light rail could operate at-grade safely in these portions of the alignment. Key to the consideration of environmental justice is whether bias or arbitrary action has influenced the location of these LPA at-grade segments that are of concern to the community. Metro uniformly applies its Grade Crossing Policy to all corridors within its jurisdiction. Transit corridors with similar rail frequency headways, crossing traffic volumes, and adjacent pedestrian-generating land uses are treated in the same manner. LRT corridors currently being constructed and considered by Metro, including Exposition Phases I and II, the Metro Gold Line Eastside Extension Phase II, and the Gold Line Foothill Extensions, each include at-grade sections that adjoin neighborhoods of various socioeconomic statuses. Ultimately, the California Public Utilities Commission (CPUC) is the final determinant of grade separated locations, as well as the vehicle and pedestrian safety features placed at each grade crossing, based on a public hearing and an evidentiary process. With these processes and

[1] Metro, *MTA Grade Crossing Policy for Light Rail Transit*, 2003.

- Final LOS D – an adverse impact has occurred if the delay is increased by 7.5 or more seconds
- Final LOS E/F – an adverse impact has occurred if the delay is increased by 5 or more seconds

Traffic

Impact. There is one location (Crenshaw Boulevard and 54th Street) that is impacted at signal cycle lengths at or less than 140 seconds. The analysis shows that the project would cause the LOS to degrade from C to D with an increase in delay of over 7.5 seconds. There are no changes in street geometry that would reduce impacts. Increasing the signal cycle length to 150 seconds would eliminate the impact. The determination of the type of traffic signal control operation or a fixed cycle length, however, is an issue broader than the effects at a single intersection and has system implications for the grid of intersections north and south as well as east and west of this location. Within this system constraint, the intersection operations will be optimized to the extent feasible through a cooperative effort between Metro and LADOT as the project progresses toward implementation, and is operated thereafter. Depending upon the ultimate traffic signal control operation, the impacts at this intersection may be considered significant according to LADOT criteria. There are no feasible mitigation measures which would eliminate this impact for cycle lengths of less than 150 seconds. Therefore, the Metro Board finds that the Crenshaw Boulevard/54th Street intersection would result in a significant impact related to traffic for cycle lengths of less than 150 seconds.

Reference. FEIS/FEIR 3.2. 3 pg 3-37 – 3-47

Mitigation Measures. None feasible.

Finding. There are no physical improvements that can be made to the Crenshaw Boulevard/54th Street intersection to reduce the impact to less than significant at less than the 150 second cycle length. Operational changes to the signal cycle length would reduce the impact at this intersection, but such a change would have significant system-wide effects on traffic. Therefore, no feasible mitigation measures are available to reduce the significant traffic impact to less than significant. Therefore, the traffic impact is considered significant and unavoidable.

Construction – Air Quality

Construction activities would result in a significant air quality impact if:

- The Crenshaw/LAX Transit Corridor Project would generate regional emissions that exceed the South Coast Air Quality Management District thresholds shown in Table 4-54 of the FEIS/FIER;
- The Crenshaw/LAX Transit Corridor Project would generate localized emissions that exceed the South Coast Air Quality Management District thresholds established in the Localized Significance Threshold Guidelines (July 2008);

Impact. Regional construction emissions would exceed the NO_X significance threshold and localized emissions would exceed the NO_X, $PM_{2.5}$, and PM_{10} significance thresholds.

Reference. FEIS/FEIR 4.15.2-3 pg 4-279 – 4-302

Mitigation Measures

CON4 Water or a stabilizing agent shall be applied to exposed surfaces in sufficient quantity to prevent generation of dust plumes.

CON5 Track-out shall not extend 25 feet or more from an active operation and track-out shall be removed at the conclusion of each workday.

CON6 Contractors shall be required to utilize at least one of the measures set forth in South Coast Air Quality Management District Rule 403 section (d)(5) to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site.

CON7 All haul trucks hauling soil, sand, and other loose materials shall maintain at least 6 inches of freeboard in accordance with California Vehicle Code Section 23114.

CON8 All haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).

CON9 Traffic speeds on unpaved roads shall be limited to 15 mph.

CON10 Operations on unpaved surfaces shall be suspended when winds exceed 25 mph.

CON11 Heavy equipment operations shall be suspended during first and second stage smog alerts.

CON12 On-site stockpiles of debris, dirt, or rusty materials shall be covered at all times when not being used. On-site stockpiles of dirt shall be watered at least two times per day or covered at all times when not being used.

CON13 Contractors shall maintain equipment and vehicle engines in good condition and in proper tune per manufacturers' specifications.

CON14 Contractors shall utilize electricity from power poles rather than temporary diesel or gasoline generators, as feasible.

CON15 Heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.

CON16 Construction parking shall be configured to minimize traffic interference.

CON17 Construction activity that affects traffic flow on the arterial system shall be limited to off-peak hours, as feasible.

CON18 Construction staging and vehicle parking, including workers' vehicles, shall be prohibited on streets adjacent to sensitive receptors such as schools, daycare centers, senior facilities, and hospitals.

CON19 The construction process shall utilize an on-site rock crushing facility with water control to suppress dust, when feasible.

CON20 Portable generators shall be low-emitting and use ultra low sulfur diesel (<15 parts per million) or gasoline.

CON21 Construction equipment shall use a combination of low sulfur diesel (<15 parts per million) and exhaust emission controls.

CON22 The construction process shall use equipment having the minimum practical engine size (i.e., lowest appropriate horsepower rating for the intended job).

CON23 Contractors shall be prohibited from tampering with construction equipment to increase horsepower or defeat emission control devices.

CON24 Metro shall designate a person to ensure the implementation of air quality mitigation measures through direct inspections, records reviews, and complaint investigations.

Finding. Implementation of Mitigation Measures **CON4** through **CON24** would reduce the effects of construction on air quality. However, regional and localized emissions would continue to exceed the SCAQMD significance thresholds. Therefore, the proposed project would result in a significant impact related to construction air emissions. This impact, although, significant, is considered to be a temporary impact that will occur during the pre-construction and construction phase activities. Therefore, the Metro Board finds that construction activity would result in a significant impact related to air quality regional and localized emissions.

6.2. Maintenance Facility (Where impacts are different to those discussed together with the LPA)

Displacement and Relocation
Displacement and relocation impacts would be considered significant if the Crenshaw/LAX Transit Corridor Project would:

- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; and/or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Impact. A significant impact would occur related to displacement and relocation for the preferred maintenance site alternative.

Reference. FEIS/FEIR 5.3.2 pg 5-13 –5-17

Mitigation Measures. See Mitigation Measure **DR1** described previously

Additional Mitigation Measures for Maintenance Facility

S-DR2 Metro shall set up a business relocation process to oversee the relocation needs of the businesses that would be displaced as a result of a maintenance facility for the Crenshaw/LAX Transit Corridor. In addition, Metro shall attempt to minimize disruption to overall production of businesses that are connected with airport activities by relocating in as close proximity to LAX as possible.

S-DR3 Metro shall work with LAWA to ensure that potential displacement and relocation of rental car businesses are compatible with the long term implementation of the LAX Master Plan consolidated rental car center.

Finding. The preferred maintenance site alternative would require 12 full parcel acquisitions to accommodate a maintenance facility on this site. These parcels include industrial land uses. Many of the owners and tenants on this site have long term leases, were seeking to sublet property, or had either planned or completed recent improvements to their properties. A trading company on the site also has a one of a kind refrigeration system that would not be able to be relocated. There are two car rental facilities, one of which has acquired adjacent property for added capacity. The displacement of businesses within this site could result in loss of approximately 390 employees.

The preferred maintenance site alternative would not result in the displacement of any housing or populations. No significant direct impacts to residential displacement are anticipated with this alternative. However, the displacement of businesses may result in the loss of 390 employees which could necessitate replacement housing if not relocated in the vicinity; and therefore a potential significant indirect impact would occur without the implementation of mitigation measures.

The preferred maintenance site alternative is in close proximity to LAX and the success of many of these affected businesses depends on their proximity to the airport. The airport vicinity is highly urbanized and developed and as a result, relocation sites with proximity to the airport are scarce. Relocating all of the owners and tenants on the preferred maintenance site alternative, according to their individual needs, especially with proximity to the airport and available land, would be challenging. While adherence to the provisions of the Uniform Act and coordination with LAWA regarding the LAX Master Plan (Mitigation Measures **DR1** (identified above) and **S-DR2** and **S-DR3**) would provide displaced property owners and businesses compensation and assistance to relocate to an alternate location. The successful relocation of these businesses to make them operable in a competitive state would reduce the impact to less than significant. There is no certainty that all displaced businesses can be relocated in areas that ensure that there is no adverse effect on their competitive position. Therefore, the potential for indirect significant impacts from the displacement of businesses would remain after implementation of mitigation if they are relocated at a substantial distance from LAX. Under these circumstances, the Metro Board finds that a significant impact would remain.

Economic and Fiscal

A significant impact would occur for the preferred maintenance site alternative if a physical change occurred as a result of economic activity or if a physical change created a significant effect on economic conditions.

Impact. A significant impact would occur related to economic and fiscal effects for the preferred maintenance site alternative.

Reference. FEIS/FEIR 5.14.2 pg 5-72 –5-73

Mitigation Measures. This maintenance site alternative is located in an area within two miles of LAX. The activities at LAX, including business travel, tourist travel and goods movement each contribute to LAX's importance as a key element of the Southern California economy. Acquisition of property necessary for the maintenance facility would result in the displacement of a substantial number of employees working in a variety of businesses, each with their own unique relocation needs. The total estimated employment for this site is approximately 390 jobs. The displacement of this number of jobs and loss of property tax revenue would result in an adverse effect to the regional economy. The ability to relocate these owners and tenants would be pivotal in determining the extent of the impact to the regional economy. The successful relocation of all property owners and tenants would result in a less-than-significant impact. However, as discussed under displacement above, there is no certainty that all displaced businesses can be relocated in areas that ensure that there is no adverse effect on their competitive position. Nor is there certainty that the time frames for the Crenshaw/LAX Transit Project and implementation of the *LAX Master Plan* will be totally in sync to facilitate a seamless relocation of affected businesses in comparable facilities. The operation of a maintenance facility would result in a physical change that would affect job loss on the regional economy and the loss of government revenues if the displaced businesses do not relocate to comparable sites in the vicinity. Therefore, a significant economic and fiscal effect would remain after implementation of mitigation. Under these circumstances, the Metro Board finds that a significant impact would remain.

Construction – Air Quality

Impact. Regional and localized PM10 emissions would exceed the SCAMD significance thresholds. Therefore, a significant localized particulate matter impact would occur during construction of the maintenance facility.

Reference. FEIS/FEIR 5.16.4.3 pg 5-86–5-88

Mitigation Measures. See Mitigation Measures CON4 through CON24 described previously.

Findings. Regional and localized emissions would be generated by construction equipment, haul trucks, worker commute trips, earthwork activity, and architectural coating activity. Mitigation Measures CON4 through CON24 described above will be implemented to reduce air quality impacts to the greatest extent feasible. However, the Metro Board finds that regional construction emissions would result in a significant PM_{10} impact for the maintenance facility.

Construction – Noise.
The project would have a significant impact on construction noise and vibration if:

- Noise and vibration levels exceed the standards set forth in the Los Angeles Municipal Code.

Impact. A significant noise impact would occur during construction of the maintenance facility.

Reference. FEIS/FEIR 5.16.4.4 pg 5-87–5-89

Mitigation Measures. See Mitigation Measures **CON25** and **CON26** described previously.

Additional Mitigation Measures for Maintenance Facility

S-CON24 Noise barriers (e.g., sound attenuation blankets or solid walls) shall be placed such that the line-of-sight is blocked between sensitive receptors (e.g., residential and institutional land uses) and the project site, as feasible.

S-CON25 During the early stages of construction plan development, natural and artificial barriers, such as ground elevation changes and existing buildings, shall be considered for use as shielding against construction noise.

S-CON26 The contractor shall comply with Standard Specification 1565, FTA noise criteria. Each internal combustion engine used for any purpose on the job or related to the job shall be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine shall be operated without a muffler.

S-CON27 Grading and construction contractors shall use quieter equipment as opposed to noisier equipment (such as rubber-tired equipment rather than metal-tracked equipment) as much as possible.

S-CON28 The contractor shall submit a noise plan for construction activity associated with the preferred maintenance site alternative. The plan shall be prepared by a qualified acoustical engineer and should be approved by the resident engineer before construction is initiated. The noise control plan shall include an inventory of the equipment, the estimated noise level at 50 feet for each major piece of equipment, calculations of the noise levels at impacted sensitive receptors, and noise reduction measures for sensitive receptor locations where the predicted noise levels exceed the ambient noise level by 5 dBA. Impacted receptors include, but may not be limited to, residences to the west of the preferred maintenance site alternative.

Findings. Construction activity would exceed the 5-dBA significance threshold at multiple sensitive receptors. Mitigation Measures **CON25** and **CON26** described above and additional Mitigation Measures **S-CON24** through **S-CON28** described below would reduce construction noise levels by at least 5 dBA at sensitive receptors. However, construction noise level associated with the construction of the maintenance facility would still be significant. Therefore, the Metro Board finds that construction activity would result in a significant impact related to noise for the maintenance facility.

7. ENVIRONMENTAL IMPACTS FOUND LESS THAN SIGNIFICANT

The Metro Board finds that, based upon substantial evidence in the record, as discussed below, the following impacts associated with the project are less than significant, and no mitigation is required. Explanations below apply to the LPA, the five design options, and the MOSs.

7.1 Parking

Impact. No significant impact to parking would occur.

Reference. FEIS/FEIR 3.2.5 pgs 3-50-3-52.

Mitigation Measures. None required.

Finding. On-street parking loss would occur primarily between Brynhurst Avenue and 63rd Street as a result of the inclusion of a rail right-of-way in the median of Crenshaw Boulevard. This on-street parking loss would occur on the inner portion of the frontage road that borders both sides of Crenshaw Boulevard. The frontage road would be eliminated to accommodate the center-running rail right-of-way. There is a total loss of 328 on-street parking spaces along Crenshaw Boulevard with a loss of 158 northbound and 170 southbound on-street parking spaces. A parking utilization survey conducted during the advanced conceptual engineering phase determined that the loss of on-street parking would not result in a parking shortage for the area. For the reasons stated above, the Metro Board finds impacts related to the loss of on-street parking would be less than significant.

The park-and-ride lots would provide a total of 330 parking spaces along the corridor to provide for demand by transit riders. This supply would meet the station area parking demand forecasted through the transit model. At other stations along the corridor where off-street parking would not be provided, spillover parking to the adjacent streets may occur, but is likely to be minimal based on parking demand at stations with park-and-ride facilities. Although the lack of parking supply may result in slightly reduced ridership, it preserves ridership associated with adjacent land uses and may also encourage transit patrons to use other modes of access such as walking, bicycling, transit and kiss-and-ride (drop-off). There is potential for shared use of existing and planned off-street parking resources should Metro and the owners of adjacent parking resources reach an agreement. However, outside of any agreements or access, owners of adjacent parking resources may provide parking controls, such as validation, to restrict transit parking. The implementation of parking controls and strategies are outside of Metro's jurisdiction. It is Metro's expectation that private owners would implement price controls to ensure that adequate parking is available for their customers. For the reasons stated above, the Metro Board finds impacts related to transit parking demand would be less than significant.

7.2 Land Use and Development

The project would result in a significant impact to communities and neighborhoods if it would result in a:

- Physical division of an established community
- Inconsistency with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project; or,
- Incompatibility with adjacent and surrounding land uses caused by degradation or disturbances that diminish the quality of a particular land use.

Impact. No significant impact to the division of an established community, inconsistency with land use policies or regulations, or incompatible land uses.

Reference. FEIS/FEIR 4.1.2 and 5.2.2 pgs 4-13-4-22 and 5-9-5-11.

Mitigation Measures. None required.

Finding. The LPA, design options and MOSs will be consistent with all applicable regional plans of agencies with jurisdiction over the project. The project will be consistent with all applicable land use plans, policies, regulations, and general plans of agencies with jurisdiction over the project. Furthermore, as a regional transit agency, Metro transit projects are not subject to local zoning and regulatory requirements. The proposed project would be located along Crenshaw Boulevard and the Harbor Subdivision, both existing transit infrastructure and the maintenance facility would be located in an industrial area containing existing industrial uses. Therefore, the project would be compatible with surrounding uses and would not prevent access within established communities or create a physical barrier which would divide an established community. Therefore, the Metro Board finds impacts related to land use would be less than significant.

7.3 Community and Neighborhoods

The project would result in a significant impact to communities and neighborhoods if it would result in a:

- Physical division of an established community

Impact. No significant impact to the division of an established community.

Reference. FEIS/FEIR 4.3.2 pgs 4-65-4-67

Mitigation Measures. None required.

Finding. The project would not result in changes to population, community cohesion and interaction, social values, quality of life, or result in isolation. The project would not create additional barriers, disruption, or displacement in the existing established communities and neighborhoods as it would operate along an existing freight railway and in the median of a major arterial. The project would not alter or block access to community assets, displace on- or off-street parking spaces, or impact economic development. Therefore, the Metro Board finds impacts related to communities and neighborhoods would be less than significant.

7.4 Air Quality

The project would result in a significant air quality impact if:

- Daily operational emissions were to exceed SCAQMD operational emissions thresholds for Volatile Organic Compounds (VOC), nitrogen oxides (NO_x), CO, (SO_x), $PM_{2.5}$, or PM_{10};
- Project-related traffic causes CO concentrations at study intersections to violate the CAAQS for either the one- or eight-hour period. The CAAQS for the one- and eight-hour periods are 20 ppm and 9.0 ppm, respectively;
- The Crenshaw/LAX Transit Corridor Project would generate significant emissions of Toxic Air Contaminants (TACs); and/or
- The Crenshaw/LAX Transit Corridor Project would create an odor nuisance.

Impact. Significant air quality impacts of the LPA and other options do not exist except in the construction phase (see discussion in Section A.6).

Reference. FEIS/FEIR 4.5.2 and 4.15.2-3 pgs 4-95-4-4-104 and 4-279 – 4-302

Mitigation Measures. None required.

Finding. With regards to regional emissions, mobile emissions are not anticipated to exceed State or federal thresholds. Roadway intersections, park-and-ride facilities, and the proposed transit centers are not anticipated to generate CO (carbon monoxide) hotspots. The LPA would not generate significant emissions of toxic air contaminants or create an odor nuisance. The LPA, design options, and MOSs comply with the U.S. Environmental Protection Agency (USEPA) transportation conformity criteria. Therefore, the Metro Board finds that these potential air quality impacts are less than significant.

7.5 Energy

The Crenshaw/LAX Transit Corridor Project would result in a significant impact if it would result in an energy impact if it would lead to wasteful, inefficient, or unnecessary consumption of energy.

Impact. The LPA would result in less energy consumption than baseline conditions and, as such, would result in a beneficial energy impact.

Reference. FEIS/FEIR 4.10.3 pgs 4-168-4-170

Mitigation Measures. None required.

Finding. The LPA would decrease transportation energy consumption compared to No Build conditions by approximately one billion British Thermal Units (BTUs) per day. This decrease would be partially offset by energy use associated with stations (479,452 BTUs per day per station) and the Maintenance and Storage Facility (88,625,726 BTUs per day). The total decrease in daily energy consumption would be approximately 736 million BTU. The project would result in less energy consumption than baseline conditions and, as such, would result in a beneficial energy impact. An optional station would result in an additional 479,452 BTUs per day of energy use. This represents less than one percent of the 736 million BTUs in energy savings obtained from changes in transportation patterns. The MOSs would result in shorter segments and would not directly connect to the Expo or Green Lines. Compared to the LPA, the shorter segments would result in 35 percent fewer passenger boardings. The total decrease in daily energy consumption would be approximately 424 million BTU. Similar to the LPA, the MOSs would result in less energy consumption than No-Build conditions and, as such, would result in a beneficial energy impact. Therefore, the Metro Board finds the LPA, design options, and MOSs to be a beneficial impact of the project.

7.6 Growth Inducing Impacts

Growth inducing impacts would be considered significant if the proposed project has the potential to induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

Impact. The LPA would be located within a densely developed urban setting and would not extend into previously undeveloped areas that may induce growth inducing changes in such areas.

Reference. FEIS/FEIR 4.16.2 pgs 4-307-4-308

Mitigation Measures. None required.

Finding. The proposed project intends to meet the existing and future transit needs of the study area. The LPA and the design options may result in potential indirect growth-inducing effects may result from the micro-scale growth or development near proposed stations due to the implementation of local and State land use policies or local planning objectives, which may encourage transit-oriented development, station area planning, or housing density bonuses adjacent to transit corridors. However, this potential indirect growth is speculative at this time. According to CEQA, it must not be assumed that growth is necessarily beneficial, detrimental, or of little significance to the environment. Therefore, no significant growth-inducing impacts are anticipated.

Findings for Impacts Determined to be Less than Significant: The Metro Boards finds that the above identified impacts require no further mitigation to be considered less than significant.

8 CUMULATIVE IMPACTS

The cumulative impacts analysis in the FEIS/FEIR incorporates the regional projections from SCAG's 2008 RTP, the Metro 2009 Long Range Transportation Plan, and Measure R, a half-cent sales tax approved by the voters in November 2008. In addition, the following are known large projects that will be completed through the year 2035:

- Baldwin Hills Crenshaw Mall Expansion
- Bedford Parc/Promenade Mixed Used Development
- Buckingham Place Senior Development
- Crenshaw/Exposition Mixed Use Development
- District Square Retail Development
- Forum Site Mixed Use Development
- Home Stretch at Hollywood Park Retail Development
- Inglewood Promenade Retail Development
- Los Angeles County Office Park Development
- Market Plaza Retail Development
- Marlton Square Mixed Use Development
- Prairies Promenade Retail Development
- The Renaissance Residential Development

These plans and projects reflect transportation, population, employment, and land use data for the six-county SCAG area through the year 2035. The region wide impact analysis conducted in the 2008 RTP PEIR (SCH No. 2007061126, May 2008), serves as the basis for this analysis of cumulative impacts and is incorporated by reference, per Section 15150 of the CEQA guidelines. SCAG states that lead agencies, such as Metro, may use the region-wide impact analysis contained in the RTP PEIR as the basis of their cumulative impact analysis. The RTP PEIR contains a thorough analysis of environmental impacts resulting from implementation of various transportation projects throughout SCAG's six county region that encompasses approximately 38,000 square miles. Therefore, the RTP PEIR is used as the basis of this cumulative impact analysis and is hereby incorporated by reference per Section 15150 of CEQA guidelines.

Section "4.17 Cumulative and Indirect Impacts" of the FEIS/FEIR indicates the potential cumulative impacts in the areas described below. All remaining cumulative environmental resources were found to not be cumulatively significant.

8.1. Traffic, Circulation, and Parking

The RTP PEIR indicates that the region is expected to grow in both population and vehicle miles traveled (VMT). Development and redevelopment would result in increased traffic congestion, particularly along Crenshaw Boulevard, with the planned expansion of the Baldwin Hills Crenshaw Plaza. The SCAG RTP PEIR found significant cumulative impacts related to transportation. The LPA, design options, and MOSs would expand

regional transportation choices and are aimed at improving regional quality of life and overall mobility. The LPA, design options, and MOSs would result in a decrease in VMT due to the increased use of transit. For the reasons stated above, the Metro Board finds impacts related to cumulative traffic circulation impacts would be less than significant.

The increase in transit use reduces the reliance on automobiles and generally reduces the demand for parking on a regional basis. The study area is heavily developed and built out. Crenshaw Boulevard and other areas along the proposed corridor offer limited off-street parking. As outlined in Section 3.0 Transportation Impacts, the supply of parking provided by the LPA, design options, and MOSs would meet the demands of the transit users.

8.2. Land Use and Development

Land use and development patterns are not expected to substantially change at a regional level and when the project is considered as part of the Metro Long Range Plan, it would play an important role in expanding regional transportation choices and in improving regional quality of life and overall mobility. The project would be compatible with the study area's land uses and would provide connectivity between land uses and activity centers. Therefore, no significant cumulative impacts associated with land use are anticipated. No cumulative population growth beyond the RTP projections from the proposed project in conjunction with the projects within the RTP would be expected. The Metro Board finds that this impact would be less than significant.

8.3. Displacement and Relocation of Existing Uses

Implementation of the projects within the RTP would result in substantial right-of way acquisition and considerable displacement of homes and businesses. Implementation of the Crenshaw/LAX Transit Corridor Project would involve termination or non-renewal of leases and right-of-way acquisition, as discussed in Section 4.2 Displacement and Relocation of Existing Uses. No significant cumulative impacts to displacement and relocation were identified in the RTP PEIR. The right-of-way impacts of the project would be mitigated through the use of relocation assistance programs and be isolated to areas along the alignment. Future projects along the alignment, including the LAX Master Plan Project could result in the acquisition and displacement of homes and businesses. However, similar to the proposed project, future projects along the alignment that result in the displacement of existing use would be required to comply with applicable relocation assistance programs and no cumulative impact would occur. The Metro Board finds that this impact would be less than significant.

8.4. Community and Neighborhoods

Projects included in the RTP are intended to increase the overall accessibility and mobility of persons within the SCAG region. No significant cumulative impacts to community and neighborhoods would result from the RTP. The Crenshaw/LAX Transit Corridor Project would contribute to the beneficial impact of increased accessibility to community resources, businesses, and residences and increased regional mobility. Therefore, the proposed project would not contribute to an adverse cumulative effect to community cohesion. The Metro Board finds that this impact would be less than significant.

8.5. Visual Quality

The RTP PEIR concludes that RTP projects potentially would obstruct views of scenic resources, thus resulting in a cumulative visual quality impact. The project would require potential acquisitions, construction of elevated guideway and stations, removal of landscaped medians and roadway widening on Crenshaw Boulevard (designated scenic highway), construction of large, elevated structural components, and removal of screening vegetation between a residential neighborhood and the BNSF tracks. This would impact the visual character of these areas. Implementation of mitigation measures would reduce impacts and those impacts and these impacts would be isolated and not contribute to a cumulative visual impact. Therefore, the project would not contribute to cumulative visual quality impacts when considered in conjunction with the projects in the RTP. The Metro Board finds that this impact would be less than significant.

8.6. Air Quality

The project would help to remove vehicles from roadways and freeways, decreasing the VMT and the usage of fuels. Lower automobile VMT corresponds to a reduction of criteria pollutant emissions from the vehicles. Consistent with the RTP PEIR air quality analysis, the project would result in a net beneficial contribution effect to cumulative regional air quality resulting from the increased transit ridership and the anticipated reduction in automobile use. The project would decrease GHG emissions compared to baseline conditions and would not result in emissions of criteria pollutants that exceed the federal thresholds. Therefore, the project would not contribute to a cumulative adverse effect on air quality. The Metro Board finds that this impact would be less than significant.

8.7. Noise and Vibration

Resulting noise and vibration effects of the project have been identified from four potential sources: passby noise from LRT vehicles, warning signals and areas of special track work, and vibration effects. All significant noise impacts would be mitigated and operation of the project would not contribute to cumulative noise and vibration impacts. The Metro Board finds that this impact would be less than significant.

8.8. Ecosystems and Biological Resources

The RTP PEIR analysis indicates that cumulative impacts to biological resources could occur due to construction in undeveloped areas and growth and development on natural lands. However, there are no underdeveloped areas, and no sensitive species or habitat located directly within the project area. Compliance with the City of Los Angeles Native Tree Ordinance and implementation of mitigation measures would reduce potential impacts to biological resources to less than significant levels. The operation of the proposed project would be along a defined corridor within a highly urbanized area and would not contribute to significant cumulative biological resource impacts. The Metro Board finds that this impact would be less than significant.

8.9. Geotechnical/Seismic/Subsurface/Hazards/Hazardous Materials

Geotechnical hazards are site-specific, and there is little, if any, cumulative geological relationship between the proposed project and future projects. Potential hazards

including the Newport-Inglewood fault, liquefaction, and seismically-induced settlement have been identified for the project. Standard construction procedures for transportation projects ensure that local geotechnical conditions would be considered and addressed with mitigation measures. As with the proposed project, other future projects would be subject to the same regulations pertaining to geotechnical conditions. Therefore, the project would not contribute to cumulative impacts related to geotechnical, subsurface, and seismic conditions. The Metro Board finds that this impact would be less than significant.

Hazards and hazardous materials could be encountered during construction and operation of the project and mitigation has been identified for hazards and hazardous materials impacts would ensure that less-than-significant impacts would occur. The proposed construction activities are not likely to present a substantial cumulative impact in concert with other proposed projects, if conducted in accordance with applicable hazardous waste laws, statues and regulations in conjunction with use of sound hazardous material detection and management practices. Hazardous materials encountered during construction will be removed or treated in place, thus reducing the potential for cumulative impacts. Therefore, the project would not contribute to cumulative impacts related to hazards and hazardous materials. The Metro Board finds that this impact would be less than significant.

8.10. Water Resources

SCAG's analysis of the RTP PEIR concludes cumulative impacts to water quality would result due to projected growth induced by the RTP, and would include increased impervious surfaces, increased development in alluvial fan floodplains, and increased water demand and associated impacts, such as drawdown of groundwater aquifers. Construction and operation of the LPA, design options, and MOSs will not result in significant impacts on water resources. Compliance with NDPES standards, implementation of a SWPPP, and mitigation measures and Best Management Practices would ensure no significant short- and long-term impacts to drainage patterns, surface waters, groundwater quality, discharge of pollutants, construction-related erosion and sedimentation, or exposure of people or structures to flood-related hazards would occur. Therefore, the project would not make a cumulatively considerable contribution to significant cumulative water quality impacts. The Metro Board finds that this impact would be less than significant.

8.11. Energy

The implementation of the proposed project would help to remove vehicles from roadways and freeways, easing the increase in VMT and the usage of fuels. The project would result in less energy consumption than baseline conditions and, as such, would result in a beneficial energy impact. Therefore, the project would make a beneficial contribution to the region's cumulative energy impacts. The Metro Board finds that this impact would be less than significant.

8.12. Historic, Archaeological and Paleontological Resources

The RTP PEIR indicates that a significant cumulative impact to cultural resources would result due to a substantial increase in urbanization in the SCAG region. Certain transportation improvements in the RTP would result in significant impacts to historic,

archaeological, and paleontological resources. No significant impacts to cultural resources would result from the Crenshaw/LAX Transit Corridor Project. The project area is already heavily urbanized and the proposed project would not contribute to the adverse cumulative cultural resources impacts detailed in the RTP PEIR. The proposed project includes requirements that if buildings or structures are altered for the proposed project, modifications will be made in accordance with the Secretary of Interior's Standards such that the impacts would not be adverse and would be less than significant. The alternatives would not considerably contribute to adverse cumulative cultural resources impacts.

Regarding archaeological resources, the proposed project is located in a heavily developed urban area, and no National Register-eligible sites were identified. Therefore, the proposed project would not contribute to significant cumulative impacts in regard to archaeological resources. However, one pre-recorded site was identified eleven feet below the surface; therefore, even with the majority of the project area developed there is the potential for buried archaeological deposits beneath the developed land surface. Discovery of archaeological resources is possible during construction of the LPA, design options, and MOSs, and if a National Register-eligible archaeological resource is damaged or destroyed during construction of the LPA, design options, and MOSs, would contribute to the adverse cumulative effect on archeological resources.

Based upon the paleontological review, the majority of the project area has a high level of sensitivity for paleontological resources, especially at depths below 5 feet. The LPA, design options, and MOSs may require excavation exceeding five feet for below-grade segments, foundations for elevated guideways and at station locations. While it is unlikely, if construction of the LPA, design options, and MOSs destroys a significant paleontological resource, these alternatives would contribute to an adverse cumulative impact on paleontological resources.

The Metro Board finds that this impact would be less than significant.

8.13. Parklands and Community Facilities

The project would have the beneficial impact of situating public transit adjacent to parks, and thereby, potentially increasing accessibility to the parks. Although the proposed project would potentially make these parklands more accessible, this accessibility would not create such a demand on the parklands that they would need to be expanded or have new facilities constructed. Overall, the alternatives would contribute to beneficial cumulative impacts related to parklands due to the improved accessibility.

The project would be served by existing public service facilities and would not generate an increase in the need for new or expanded public services in the vicinity or interfere with response times of police and fire service providers. Therefore, the project would not contribute to adverse cumulative impacts related to community/public facilities. The Metro Board finds that this impact would be less than significant.

8.14. Economic and Fiscal

The amount of materials and supplies required for the proposed project, however, is relatively small compared to all construction projects that would be on-going in the region. As such, it is unlikely that the state or local governments would see a substantial

increase in sales tax revenues. The project is anticipated to generate two thousand direct construction jobs over a five year period that would provide a beneficial effect to the economy. It is expected that the regional labor force would meet the expected demand for labor for all of the alternatives. It is not expected that the labor expenditures would result in substantial net new expenditures for construction labor in the region. As such, economic and fiscal impacts would be less than significant for all project alternatives. The project is not expected to contribute to significant cumulative economic and fiscal impact. The Metro Board finds that this impact would be less than significant.

8.15. Safety and Security

There is nothing inherent in transportation improvements that would be reasonably anticipated to result in significant cumulative safety and security impacts. Community outreach has identified concern over the pedestrian safety of an at-grade alignment along Crenshaw Boulevard. Crenshaw Boulevard would contain one at-grade segment, which could have a potential cumulative effect in the area. Implementation of mitigation measures would ensure that these impacts are reduced to less-than-significant levels. In addition, implementation of the project, or other RTP projects may have a beneficial cumulative effect in this area, due to safety and security elements (personnel, technology and physical improvements) associated with these projects. Therefore, the project would not make a cumulatively considerable contribution to a significant cumulative safety or security impact. The Metro Board finds that this impact would be less than significant.

8.16. Construction

Construction impacts, by nature, would be temporary and intermittent over the construction period for the Crenshaw/LAX Transit Corridor Project. Over this time period, other developments in the vicinity may compound construction nuisances, such as air quality, noise, and traffic delays, for the community and motorists in isolated areas in and around the Crenshaw/LAX Transit Corridor. The project area is not an area growing rapidly and there are only two major development projects adjacent to the proposed project alignment that could potentially have a short-term cumulatively considerable construction impact. Exposition Phase I will have been completed by the time construction of the Crenshaw/LAX Transit Corridor Project will begin. Exposition Phase II is scheduled to be completed in 2015 and construction will be occurring at the same time. The construction of Exposition Phase II would occur more than three miles to the west and the likelihood of a direct combined effect would be low. However, there could be some subregional traffic effects for people traveling across multiple communities. In addition, there are only two large development projects within the Corridor. The Crenshaw/LAX Transit Corridor Project includes measures to minimize construction impacts and thereby, reduce the proposed project's contribution to cumulative construction impacts. The project construction management plan would reduce the impacts to the greatest extent feasible and the project would not make a cumulatively considerable contribution to a significant cumulative construction impact.

For the reasons stated above, the Metro Board finds cumulative impacts for the environmental resources described above would be less than significant.

9 ALTERNATIVES AND MITIGATION MEASURES

9.1 Prior Analysis of Alternatives

Alternatives evaluated in the Crenshaw/LAX Transit Corridor evolved over the past 40 years, as the need for transportation improvements in the corridor has been established through a series of transportation plans and studies undertaken by Metro and its predecessor agencies – the Southern California Rapid Transit District (SCRTD) and the Los Angeles County Transportation Commission (LACTC). These included the *Inner-City Transit Needs Assessment Study Final Report* (1993) and the *Crenshaw Corridor Recovery and Revitalization Environmental Impact Report* (1994).

Metro has completed three transportation studies of the corridor over the past 13 years. In 1994, the *Crenshaw-Prairie Corridor Preliminary Planning Study* clearly identified the need for high-capacity transit system improvements, with two viable transit service corridor alternatives. The related modal options were studied further in December 2000 with the publication of the *Crenshaw-Prairie Corridor Route Refinement Study*. This report identified a set of viable transportation alternatives for the corridor. In 2003, the *Crenshaw-Prairie Corridor Major Investment Study* (MIS) was completed to assist decision-makers in evaluating the most effective solution, or phasing of solutions, to the transportation challenges identified in the corridor within the context of local goals and objectives. In the process of completing these three studies, the corridor area was further defined. In the northern portion of the corridor the width of the boundaries was determined based on a logically equidistant area to the west and east of Crenshaw Boulevard. In the southern portion of the corridor, the width of the boundaries was determined by similar equidistant areas to the west and east of the route alternative alignments extending southwest from and including Crenshaw Boulevard.

At Metro's April 2007 Board meeting, the Bus Rapid Transit and Light Rail Transit alternatives were selected for environmental review and further analysis. Six full corridor alternatives were identified for screening in the DEIS/DEIR. Following preparation of the DEIS/DEIR in September 2009, the Metro Board adopted a Locally Preferred Alternative (LPA) consisting of the Light Rail Transit (LRT). Based on public comments and concerns expressed during the comment period, the Metro Board, as part of its actions on the project, removed from further consideration the two preferred maintenance facility sites (Sites B and D) that were originally evaluated in the DEIS/DEIR.

The analysis of new maintenance site alternatives and associated environmental impacts was presented in a Supplemental Draft Environmental Impact Statement/Recirculated Draft Environmental Impact Report (SDEIS/RDEIR). At its April Meeting, the Metro Board selected the Site #14 – Arbor Vitae Bellanca Site as the preferred maintenance facility site.

This LPA is reflective of the Crenshaw/LAX LRT Alternative analyzed as the Alignment Alternative 5 in the DEIS/DEIR. The FEIS presents a complete analysis of the revised LPA, an associated maintenance facility, two potential Minimum Operable Segments (MOSs), and five design options. The Board may adopt a Project Definition that includes a combination of the revised LPA and any of the other elements (MOSs and design options).

9.2 Findings for Environmentally Superior Alternative

Section 15126.6(e)(2) of the CEQA Guidelines requires that an environmentally superior alternative be identified among the selected alternatives. If the No-Build Alternative is identified as the environmentally superior alternative, the identification of the next best environmentally superior alternative must be identified. As, described in the DEIS/DEIR and the FEIS/FEIR, the No-Build Alternative has been found to have the least amount of environmental impacts and is the environmentally superior alternative.

Of the alternatives described in the DEIS/DEIR, the TSM Alternative would be identified as the next environmentally superior alternative. However, this alternative did not meet basic project objectives and is, therefore, considered infeasible. The LRT Alternative evaluated in the DEIS/DEIR was identified as environmentally superior to the BRT Alternative and achieved more project objectives. Therefore, this alternative was identified as the LPA to be evaluated in greater detail in the FEIS/FEIR.

9.3 No-Build Alternative

This No-Build alternative is required by Section 15126.6 of the CEQA Guidelines and consists of existing and committed elements of the region's transportation plan, excluding the proposed fixed guideway transit (bus and light rail transit) investments for the study corridor. The No-Build Alternative included: (1) all existing highway and transit services and facilities; (2) the current Metro *2001 Long Range Transportation Plan* committed highway and transit projects that are environmentally cleared or under construction (including Exposition Phase I); and (3) the Southern California Association of Governments' *2008 Regional Transportation Plan* (RTP) committed highway and transit projects. Projects that are unfunded in the Metro *2001 Long Range Transportation Plan* are not included in the No-Build Alternative. There are additional projects which have not yet completed their environmental study or are unfunded as of fall 2008 (e.g., Exposition Phase II, Westside Extension, and the Regional Connector) that are not included in the No-Build Alternative.

Findings for No-Build Alternative

The Metro Board finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the No-Build Alternative identified in the FEIS/FEIR (CEQA Guidelines 15091(a)(3)). Although the No-Build Alternative would involve fewer environmental impacts, it would not provide the desired levels of mobility and accessibility for the lower-income, transit-dependent and community that it would serve. It would not provide adequate access to the broader range of employment, shopping, educational, and cultural opportunities and, therefore, would not be consistent with the goals and objectives for the Crenshaw/LAX Transit Corridor as developed through the extensive studies and public participation in the corridor.

9.4 TSM Alternative

The TSM Alternative enhances the No-Build Alternative by expanding the Metro Rapid bus services operating in the Crenshaw Transit Corridor. Intersection improvements such as improved signal timing and allowing buses better signal priority would constitute systems costs for the TSM alternative.

Findings for TSM Alternative

The Metro Board finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the TSM Alternative identified in the DEIS/DEIR (CEQA Guidelines 15091(a)(3)). Although the TSM Alternative would involve fewer environmental impacts, it would not provide the desired levels of mobility and accessibility for the lower-income, transit-dependent and community that it would serve. It would not provide adequate access to the broader range of employment, shopping, educational, and cultural opportunities and, therefore, would not meet the basic goals and objectives for the Crenshaw/LAX Transit Corridor as developed through the extensive studies and public participation in the corridor.

9.5 BRT Alternative

The BRT Alternative provides new transit services in the Crenshaw Transit Corridor, which would travel in mixed-traffic and in exclusive curb lanes. The BRT services would use low-floor, compressed natural gas (CNG) powered (or other clean burning alternative), articulated vehicles, with multi-doors for boarding. Enhanced BRT stops and stations would be constructed for passengers to access the system.

Findings for BRT Alternative

The Alternatives Analysis identified that a light rail transit and a bus rapid transit alternative be studied for further consideration based on the evaluation criteria. The two alternatives identified for further study in the Alternatives Analysis, along with a No Build Alternative and a Transportation Systems Management Alternative underwent a comprehensive environmental review in the DEIS/DEIR. Based on the results of this evaluation and public input received, the Light Rail Alternative was identified as environmentally superior to the BRT Alternative. The LRT Alternative proved to generate the greatest travel time savings and reliability, higher ridership for comparable segments, a stronger support of community goals for economic development, and a connectivity with other elements of Metro's regional transit system (specifically, the Metro Green Line). The BRT Alternative did not yield strong travel time benefits due to mixed-flow operation and the slow speeds required of BRT vehicles at un-gated crossings along the Harbor Subdivision railroad right-of-way. Additional traffic impacts would occur from the conversion of mixed flow lanes in narrow sections of Crenshaw Boulevard.

9.6 Findings for LPA

The LRT Alternative evaluated in the DEIS/DEIR was identified as environmentally superior to the BRT Alternative and achieved more project objectives. Therefore, this alternative was identified as the LPA to be evaluated in greater detail in the FEIS/FEIR. As part of the FEIS/FEIR preparation process, Metro considered design options and MOSs for the project, which are discussed below.

Neither the fully covered trench nor the Partially-Covered LAX Trench Option would result in safety risk from airport-related conflict since both are covered in front of the runways. There are no noise sensitive receptors in the vicinity of the LAX trench and no noise impacts would occur to either alternative. Both options would be below-grade and would not result in any visual impairment. Therefore, the Partially-Covered LAX Trench

Option would neither be inferior nor superior to the LPA. The optional station at Manchester would result in increased acquisition of property and construction impacts from an additional station. Mitigation measures would reduce these impacts to less than significant. This option would not be environmentally superior to the LPA. The Below-Grade Crossing at Centinela option would result in the loss of approximately 3 percent more palm trees and increased construction impacts from additional excavation and traffic detours. However, this option would be marginally environmentally superior to the at-grade configuration in the LPA because the grade separation would result in a lower potential for pedestrian-train conflict, would facilitate the flow of vehicular traffic, and the elimination of the grade separation would reduce the noise impacts from warning signals.. The optional below-grade station at Vernon would result in increased acquisition of property and construction impacts from cut-and-cover construction of a below-grade station. This option would not be environmentally superior to the LPA. The alternative southwest portal at the Crenshaw/King Station would require less acquisition that the base portal location, but would be located adjacent to the Broadway Historic building and would result in a de minimus use with an underground connection to the basement of the Broadway building. With implementation of mitigation measures, no impacts would occur to the Broadway building. However, this design option would not be environmentally superior to the LPA.

The MOSs would not be environmentally superior to LPA with the exception that these shorter route options would result in less excavation and subsequent acquisition and construction-related impacts. The impacts of the MOS-King and MOS-Century Alternatives would be essentially the same as the LPA with traffic, parking and circulation impacts being redistributed to the new terminal station locations at King and Century, respectively. The greatest station area impacts would result from the MOS-King where the ridership and parking demand would increase by 211 daily boardings and 26 parking demand spaces at the Crenshaw/King Station terminus. Under MOS-Century, the ridership would decrease by 150 daily boardings and decrease parking demand by 10 spaces at the Aviation/Century Station terminus. The other key distinction of these shorter alignment options is that they reduce the beneficial effects from the full route LPA particularly in the areas of air quality, energy resources, and regional connectivity. The full-length LPA would be environmentally superior.

9.7 Findings for Mitigation Measures

The Metro Board has considered all of the Mitigation Measures recommended in the FEIS/FEIR for the LPA and other project elements. None of the recommended measures that are within the Metro Board's jurisdiction have been rejected by the Metro Board. To the extent that these Findings conclude that various proposed Mitigation Measures outlined in the FEIS/FEIR are feasible and have not been modified, superseded or withdrawn, the Metro Board hereby binds itself to implement or, as appropriate, require implementation of these measures. These Findings, in other words, are not merely informational, but rather constitute a binding set of obligations that will come into effect when the Metro Board adopts a resolution approving the LPA (possibly including additional options). The Mitigation Measures are referenced in the Mitigation Monitoring and Reporting Plan adopted concurrently with these Findings and will be effectuated through the process of constructing and implementing the LPA.

10 STATEMENT OF OVERRIDING CONSIDERATIONS

CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a project against its unavoidable risks when determining whether to approve a project. If the specific economic, legal, social, technological or other benefits of the project outweigh the unavoidable adverse environmental effects, those effects may be considered acceptable (CEQA Guidelines Section 15093(a)). CEQA requires the agency to support, in writing, the specific reasons for considering a project acceptable when significant impacts are not avoided or substantially lessened. Those reasons must be based on substantial evidence in the FEIS/FEIR or elsewhere in the administrative records (CEQA Guidelines Section 15093(b)). In accordance with the requirements of CEQA and the CEQA Guidelines, the Metro Board finds that the Mitigation Measures identified in the FEIS/FEIR and the Mitigation Monitoring and Reporting Plan, when implemented, avoid or substantially lessen virtually all of the significant effects identified in the FEIS/FEIR. Nonetheless, certain significant impacts of the project are unavoidable even after incorporation of all feasible Mitigation Measures. These significant unavoidable impacts are summarized below.

10.1.1 LPA (Alignment and Stations), Design Options, MOSs, and Maintenance Facility

- **Impacts related to Traffic**

Intersections. The project would result in a significant impact at the Crenshaw Boulevard/54th Street intersection for signal cycle lengths less than 150 seconds (using the LADOT criteria). The analysis shows that the project would cause the LOS to degrade from C to D with an increase in delay of over 7.5 seconds. There are no feasible mitigation measures which would eliminate this impact.

- **Impacts related to Construction – Air Quality**

Regional and Localized Construction Air Quality Emissions. The project would result in significant construction air quality impacts from NO_X, $PM_{2.5}$, and PM_{10} emissions after implementation of Mitigation Measures described in Section A.6 of these Findings. Regional construction emissions would exceed the NO_X significance threshold and localized emissions would exceed the NO_X, $PM_{2.5}$, and PM_{10} significance thresholds. Implementation of mitigation measures would reduce the impacts of construction on air quality. However, regional and localized emissions would continue to exceed the SCAQMD significance thresholds. Therefore, the proposed project would result in a significant impact related to construction air emissions. This impact, although, significant, is considered to be a temporary impact that will occur during the pre-construction and construction phase activities.

10.1.2 Maintenance Facility (Where impacts are different to those discussed together with the LPA)

- **Impacts related to Displacement and Relocation**

Indirect Impact from Displacement of Businesses. The preferred maintenance site alternative would require 12 full parcel acquisitions to accommodate a maintenance facility on this site. The displacement of businesses within this site could result in loss of approximately 390 employees. Relocating all of the owners and tenants on the site, according to their individual needs, especially with proximity to the airport and available land, would be challenging. While adherence to the provisions of the Uniform Act and coordination with LAWA regarding the LAX Master Plan may lessen acquisition and relocation impacts from the maintenance facility, and the successful relocation of all property owners and tenants would result in a less-than-significant impact. However, there is no certainty that all displaced businesses can be relocated in areas that ensure that there is no significant impact on their competitive position. Nor is there certainty that the time frames for the Crenshaw/LAX Transit Project and implementation of the LAX Master Plan will be concurrent and coordinated enough to facilitate a seamless relocation of affected businesses in comparable facilities. Therefore, the feasible mitigation measures identified would not eliminate this impact with certainty. Under these circumstances, the Metro Board finds that a significant impact would remain.

- **Impacts related to Economic and Fiscal Effects**

Impact from Job Loss on the Economy. Acquisition of property necessary for the maintenance facility would result in the displacement of a substantial number of employees working in a variety of businesses, each with their own unique relocation needs. The total estimated employment for this site is approximately 390 jobs. The displacement of this number of jobs and loss of property tax revenue would result in an adverse effect to the regional economy. The ability to relocate these owners and tenants would be pivotal in determining the extent of the impact to the regional economy. The successful relocation of all property owners and tenants would result in a less-than-significant impact. However, as discussed under displacement above, there is no certainty that all displaced businesses can be relocated in areas that ensure that there is no adverse effect on their competitive position. Nor is there certainty that the time frames for the Crenshaw/LAX Transit Project and implementation of the *LAX Master Plan* will concurrent and coordinated enough to facilitate a seamless relocation of affected businesses in comparable facilities. There were no additional feasible mitigation measures other than those identified for displacement and relocation that would eliminate this impact with certainty. Under these circumstances, the Metro Board finds that a significant impact would remain.

- **Impacts related to Construction -Air Quality**

Regional and Localized PM10 emissions. Construction emissions would be generated by construction equipment, haul trucks, worker commute trips, earthwork activity, and architectural coating activity would result in a significant PM_{10} impact for the maintenance facility. Mitigation Measures CON4 through CON24 described above will be implemented to reduce regional air quality impacts to the greatest extent feasible but would not eliminate this impact. Under these circumstances, the

Metro Board finds that a significant impact would remain. This impact, although, significant, is considered to be a temporary impact that will occur during the pre-construction and construction phase activities.

- **Impacts related to Construction (Noise)**

Construction activity would exceed the 5-dBA significance threshold at multiple sensitive receptors. The feasible mitigation measures identified would reduce construction noise levels by at least 5 dBA at sensitive receptors but would not eliminate this impact. Under these circumstances, the Metro Board finds that a significant impact would remain. This impact, although significant, is considered to be a temporary impact that will occur during the pre-construction and construction phase activities.

The Metro Board further specifically finds that notwithstanding the disclosure of these significant impacts, there are specific overriding economic, legal, social, technological, and other reasons for approving this project. Those reasons are as follows:

Balancing Transportation Expenditures. The project would provide light rail transit service to the Crenshaw/LAX Transit Corridor communities. Implementing LRT service in the corridor would help restore the balance of regional capital transportation expenditures.

Regional Connectivity. Light rail service would also offer improved access for area residents to local destinations, employment centers, and to the regional rail and bus system. The project is expected to increase the number of daily transit trips by 3,500 compared with the current bus service offered by the No-Build Alternative and reduce travel times.

Transit Infrastructure. The project would provide a convenient and reliable transportation infrastructure to transit-dependent populations. The LRT will travel within a dedicated right-of-way that will not be affected by daily local traffic conditions.

Vehicle Miles Traveled. The project is anticipated to decrease the study area Daily Auto Vehicle Miles Traveled (VMT) by 167,384 when compared to the No-Build Alternative. This would result in long-term beneficial effects on air quality, especially as a larger proportion of electricity useage is replaced by renewable energy sources.

Construction Employment. The project is anticipated to generate two thousand direct construction jobs over a five year period. In addition, Metro is formulating a local hiring policy for the construction and operational related job opportunities for the corridor. Such a program will include resources for job development and training. Metro currently offers a series of programs designed to encourage minority and women-owned businesses to participate in the construction and operation of new transportation projects.

Compatibility with Transit-Oriented Development. The project is likely to provide new accessibility, thereby facilitating transit-oriented development (TOD) opportunities in or near station areas, particularly where there are local land use incentives and favorable market conditions. Interest in the development of land adjacent to the proposed alignment has already become evident throughout the stretch of the corridor. In a corridor where growth is primarily commercial and industrial businesses, demand would

encourage opportunities for mixed-use development that could provide needed housing and space for retail, commercial, industrial, and social service uses. In addition, landscape treatments along the light rail line could enhance the urban design of the communities within the transit corridor, making opportunities for development more attractive.

On balance, the MTA Board finds that there are specific, economic, legal, social, technological, and other considerations associated with the project that serve to override and outweigh the project's significant impacts and, thus, the significant impacts are considered acceptable.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14-15, 2011

Reference No.: 2.2c.(6)
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING FINAL ENVIRONMENTAL IMPACT REPORT FOR THE BOULEVARD PROJECT (RESOLUTION E-11-93)**

ISSUE:

Should the Commission, as a Responsible Agency, accept the Final Environmental Impact Report (FEIR) and Findings of Fact for the Boulevard Project (Project) located in Citrus Heights and approve the project for future consideration of funding?

RECOMMENDATION:

Staff recommends that the Commission accept the FEIR and Findings of Fact and approve the project for future consideration of funding.

BACKGROUND:

The City of Citrus Heights (City) is the CEQA lead agency for the project. The project is a Specific Plan for the Auburn Boulevard Corridor from Sylvan Corners to the northern city limits and for the Auburn Boulevard Roadway Design Improvement Project from Sylvan Corners to Cripple Creek Road in the city of Citrus Heights, Sacramento County. The plan provides for the systematic implementation of the general plan for a defined area of the community.

Impacts that require mitigation measures to be reduced to a less than significant level relate to aesthetics, air quality, biological resources, cultural resources, hazardous materials, hydrology/water quality, land use planning and noise. Mitigation measures include, but are not limited to, complying with the Tree Preservation Ordinance to encourage the retention of native oaks in the landscape of the specific plan area; controlling visible emissions from off-road diesel powered equipment; establishing a Floodplain/Habitat Buffer on both sides of Cripple Creek; planting oak trees in numbers and species composition similar to those impacted; removing trees outside of nesting season or after having a qualified biologist verify that any nests are empty and the nest tree is no longer being used by the nesting birds; and disposing of all yellow thermoplastic traffic strips at a Class I disposal facility.

On October 26, 2011 the City confirmed that the preferred alternative set forth in the final environmental document is consistent with the project scope of work programmed by the Commission. The City established a Mitigation Monitoring Program to ensure that the mitigation measures specified for the project are implemented.

The entire project is estimated to cost $44 million. As funding becomes available, the project has been phased. To date, the City has spent approximately $10 million in preliminary engineering, design, and construction of the Sylvan Corners piece of the project. The City recently completed the design and budgeting of the remaining phase one, Sylvan Corners to Rusch Park. The construction for the remaining phase 1 is programmed with State ($1.5 million) funds, Federal ($5.3 million) funds, and Local ($7.2 million) funds. Construction is estimated to begin in fiscal year 2011/12 and be completed with two construction contracts over two construction seasons.

Phase two, Rusch Park to the northern city limits, has not been funded at this time. Based on preliminary engineering, phase two is expected to cost $22 Million. The City anticipates completing the design and right of way acquisition over the next 5 years and the construction within five years after the property acquisition.

Attachment
- Resolution E-11-93
- Findings of Fact
- Project Location

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
03 – Sacramento County
Resolution E-11-93

1.1.1 **WHEREAS,** the City of Citrus Heights (City) has completed a Final Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

- The Boulevard Plan Project

1.2 **WHEREAS,** the City has certified that the Final Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS,** the project is a Specific Plan for the Auburn Boulevard Corridor from Sylvan Corners to the city limits and for the Auburn Boulevard Roadway Design Improvement Project from Sylvan Corners to Cripple Creek Road in the city of Citrus Heights, Sacramento County; and

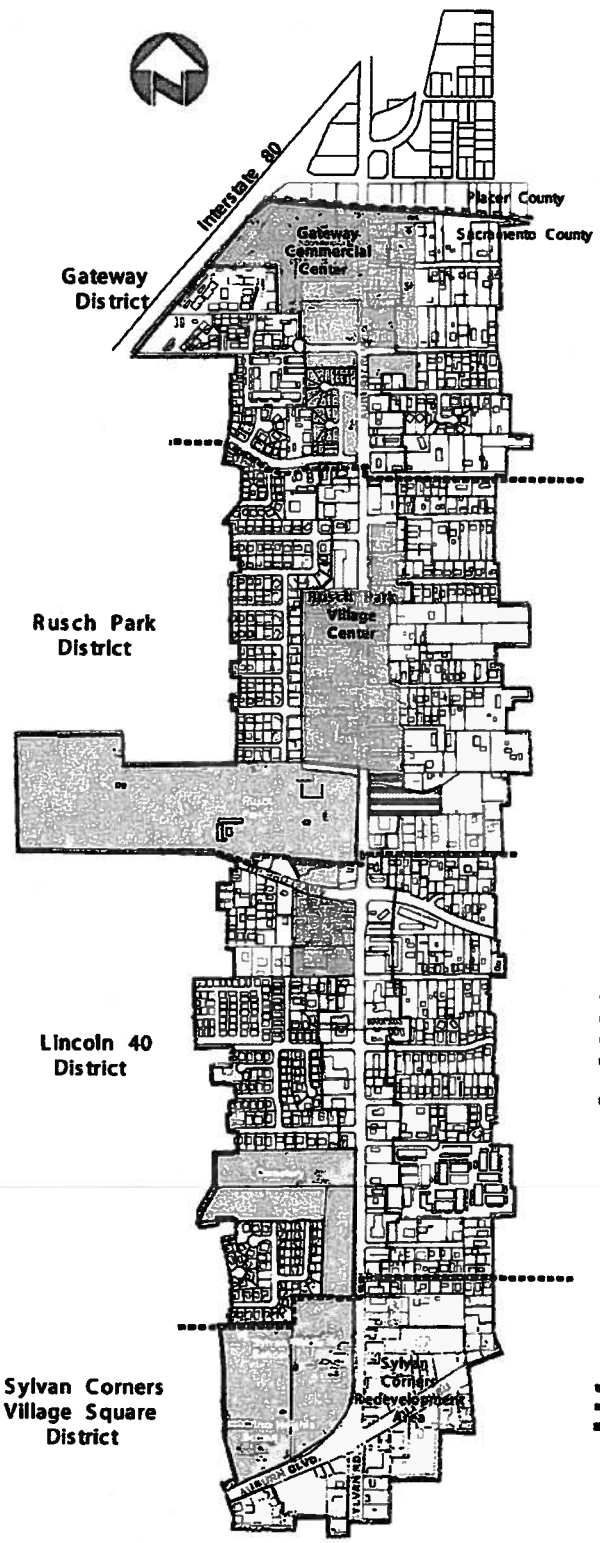
1.4 **WHEREAS,** the California Transportation Commission, as a Responsible Agency, has considered the information contained in the Final Environmental Impact Report; and

1.5 **WHEREAS,** the City found that all significant or potentially significant impacts can be reduced by mitigation measures to a less than significant level; and

1.7 **WHEREAS,** the City adopted a Mitigation Monitoring Program for the project; and

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby accept the Final Environmental Impact Report, Findings of Fact and Statement of Overriding Considerations and approve the above referenced project to allow for future consideration of funding.

EXHIBIT D1



Legend

- Redevelopment Plan Area
- Commercial Corridor
- No Change expected (2004 - 2025)
- District Boundary
- Subdistricts
- Oppotunity Area
- Constrained Land

Gateway District

- 150- room hotel with conference facilities, low- and mid-rise offices,and supporting retail commercial uses centered around a central plaza or town square
- Business center with regional access and visability
- Requires consolidation of lots

Rusch Park District

- Mid- and high-density infill housing (i.e., 2-story apartments, 3-story live work townhomes, 2-story townhomes) intermixed with neighborhood and community-serving businesses
- Neighborhood Main Street District
- Links to Rusch Park by Main Street
- Commercial storefronts and pedestrian-scale streets
- Requires consolidation of lots

Lincoln 40 District

- Commercial infill of vacant sites
- Adaptive reuse of existing buildings
- Existing commercial buildings will be replaced and/or expanded
- Continuation of small-lot commercial uses and strip centers with an emphasis on local independent business uses
- Emphasize cross-lot connectivity to reduce the number of curb cuts on Auburn Boulevard

Sylvan Corners Village Square District

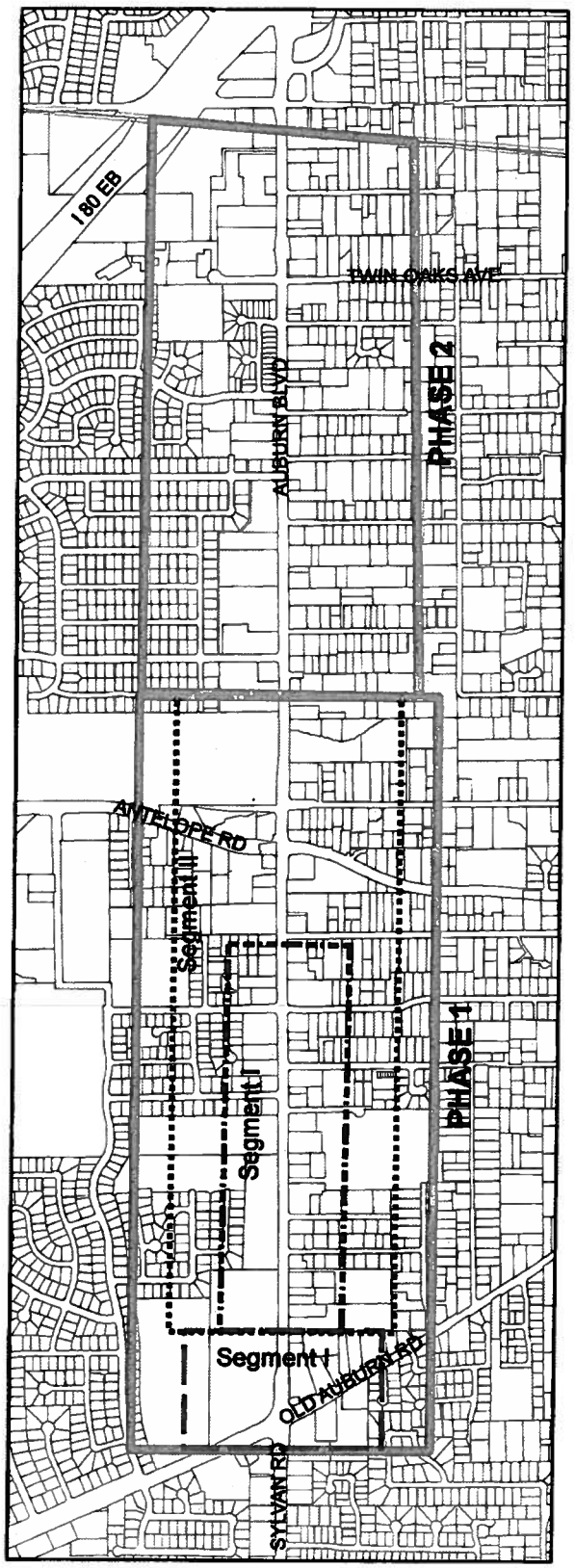
- Employs "Village center" concept
- Pedestrian-friendly shopping environment that re-establishes
- Sylvan Corners' tradition as a social and commercial focal point Potential for a drugstore or pharmacy, a large family-style restaurant, and a construction contractors' business center.

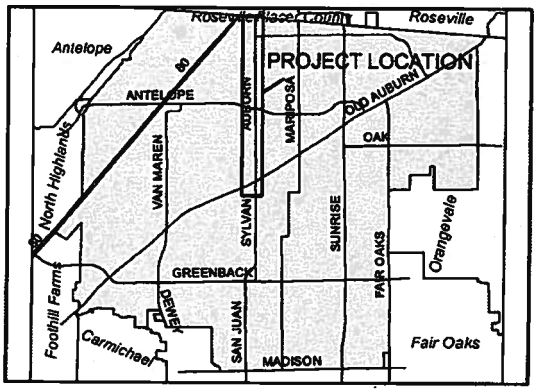
Figure 2.1 Land Use Concept

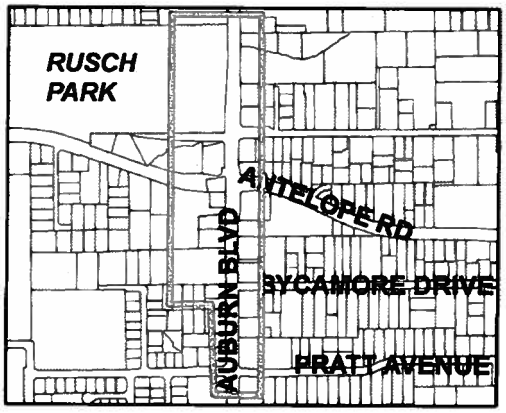
Above: Figure 2.1 identifies parcels in the commercial corridor where the focus of the City's revitalization efforts will occur; major opportunity areas (e.g., Rusch Park Village Center and Gateway Commercial Center), constrained land, and land that will change less dramatically with the next 25 years (e.g., Rusch Park, the cemetery, the elementary and middle schools). Key land use concepts for each district are located on the figure.

Exhibit D2

AUBURN BLVD COMPLETE STREETS REVITALIZATION PROJECT ROADWAY IMPROVEMENT PHASING







Phase 1, Segment II Project Location Map

ROADWAY CONSTRUCTION PHASING/SEGMENTS

PHASE 1 - Sylvan/Auburn (Sylvan Corners) to Rusch Park
PHASE 2 - Rusch Park to northern City Limits

PH 1, Segment I - Sylvan Corners - Completed 2005
PH 1, Segment II - Underground Utilities - Sylvan Corners to Rusch Park, Roadway Construction Sycamore to Rusch Park - Construction 2012-13
PH 1, Segement III - Roadway Construction Sylvan Corners to Pratt - Construction 2013-14

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CITY OF CITRUS HEIGHTS
6237 Fountain Square Drive
Citrus Heights, CA 95621

EXHIBIT J

RESOLUTION NO. 2005- 11

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CITRUS HEIGHTS CERTIFYING THE ENVIRONMENTAL IMPACT REPORT FOR THE BOULEVARD PLAN, REINVENTING THE AUBURN BOULEVARD CORRIDOR, MAKING FINDINGS, ADOPTING THE MITIGATION MONITORING PROGRAM, AMENDING THE CITRUS HEIGHTS GENERAL PLAN, ADOPTING THE BOULEVARD PLAN, AND ADOPTING THE PLAN LINE FOR AUBURN BOUELVARD

WHEREAS, the City of Citrus Heights has prepared for the City Council consideration, General Plan Amendments, The Boulevard Plan, Reinventing the Auburn Boulevard Corridor (the "Plan"), the Draft Environmental Impact Report ("DEIR") and Final Environmental Impact Report ("FEIR") (collectively referred to as the "EIR") on the draft Plan, the Mitigation Monitoring Program and the Plan Line for Auburn Boulevard (the "Plan Line"), which documents were released for public review in draft form in July, 2004 and September 2004 ; and

WHEREAS, beginning in February 2003, the City Council and Planning Commission, both separately and jointly, conducted several meetings to consider and receive public input on the draft Plan; and

WHEREAS, in October 2002, November 2002, January 2003, February 2003, April 2003, June 2003, February 2004 and September 2004, a series of workshops were held where over 200 local residents and property owners provided input on issues to be addressed in the draft Plan; and

WHEREAS, the draft Plan, the General Plan Amendments, the Plan Line and DEIR have been available for public review; and

WHEREAS, the Planning Commission held public meetings on October 28, 2004, and November 18, 2004, wherein public comments on the DEIR, the General Plan Amendments, the Plan Line and the draft Plan were received; and

WHEREAS, on November 18, 2004, the Planning Commission made recommendations to the City Council concerning the EIR, General Plan Amendments, the Plan Line and draft Plan; and

WHEREAS, the City Council held a workshop on January 26, 2005 and a public meeting on February 9, 2005 on the EIR, General Plan amendments, the Plan Line and the draft Plan; and

WHEREAS, the City Council received public comments on the EIR, the General Plan Amendments, the Plan Line and the draft Plan; and

WHEREAS, the City Council considered the public comments and Planning Commission recommendations and provided direction for preparation of the final Plan; and

WHEREAS, all oral and written comments received in the DEIR have been responded to, and a FEIR has been prepared based on the revised documents; and

WHEREAS, the City Council has considered the written recommendation on the EIR, General Plan Amendments, the Plan Line and the draft Plan by the Planning Commission; and

WHEREAS, the EIR was prepared in accordance with the California Environmental Quality Act (CEQA) and the CEQA Guidlines; and

WHEREAS, the information in the FEIR has been reviewed and considered by the City Council; and

WHEREAS, the City Council in reviewing the FEIR and in making the findings and taking the actions set forth in this Resolution is hereby exercising its independent judgment; and

WHEREAS, the FEIR identifies significant environmental effects associated with the adoption of the General Plan Amendments, the Plan and the Plan Line which have been substantially reduced to a level of less than significant after adoption EIR mitigation measures.

NOW, THEREFORE, BE IT RESOLVED that:

1. The matters set forth in the preceding clauses of this Resolution are hereby adopted and incorporated.

2. The City Council hereby finds that the Environmental Impacts associated with adoption of the General Plan Amendments, the Plan and the Plan Line identified within the EIR have been mitigated and therefore their level of significance has been reduced to a less than significant level.

3. In adopting the Mitigation Monitoring Program, the City Council hereby finds that the implementation of the program will provide for the mitigation of the significant impacts identified within the EIR to a level of less than significant.

4. The Council hereby makes the following findings regarding its consideration of alternatives to the draft Plan:

   A. The process to develop the Plan involved the development of a Concepts and Options report which considered three scenarios for the redevelopment and infill of the Corridor. These included Commercial Services Emphasis, the Housing and Mixed Use Infill Emphasis and the Regional Commercial Emphasis. The Plan was tailored to address specific problems with the specific plan area related to land use conflicts, underutilization of the commercial corridor, the appearance of the commercial corridor and transportation deficiencies-both automobile and non-motorized. No other approaches appeared to offer substantial environmental advantages over the proposed Plan in addressing these issues. Through a series of

community workshops, these concepts and options were refined to develop a hybrid of Housing and Mixed Use and Regionally Commercial. These were then incorporated into the draft Plan.

B. As required, the EIR considered the No Project alternative
With the No Project Alternative: With the No Project Alternative, there would be no adoption of a specific plan that would guide the implementation of comprehensive land use, circulation and community design concepts within the plan area. The roadway design improvements would not be constructed. Existing General Plan and Zoning designations would be retained. There would not be a coordinated effort that would provide opportunities to link land use and transportation improvements in a comprehensive manner.
This alternative is rejected as infeasible because the environmentally superior alternative is the proposed Specific Plan: The Boulevard Plan. The Boulevard Plan is tailored to address a number of existing environmental problems that exist within the specific plan area, that impact transportation along the Boulevard and spillover into adjacent commercial and residential neighborhoods. The Plan addresses land use conflicts between commercial and adjacent neighborhoods and addresses traffic safety problems for pedestrians, bicyclists and motorists. The No Project Alternative would not provide solutions for these problems and would allow problems such as traffic safety to continue and/or worsen.

C. For the reasons stated throughout these findings, and particularly as stated in this section the City Council finds that adoption of the chosen alternative and not the No Project Alternative is proper and appropriate and would better implement the City's policies in a feasible, balanced manner.

5. The City Council does hereby certify and adopt the FEIR as mitigated by the Mitigation Monitoring Program, as the EIR for the General Plan Amendments, the Plan, and the Plan Line for Auburn Boulevard.

6. The City Council does hereby adopt General Plan Amendments as shown in Exhibit A.

7. The City Council does hereby adopt the Plan, as shown in Exhibit B including all changes shown in the Errata Exhibit C on file in the City Clerk's office and incorporated herein and finds that the Plan is consistent with the City of Citrus Heights General Plan as amended herein.

8. The City Council does hereby adopt the Plan Line as depicted on Exhibit E and on file in the City Clerk's office and incorporated herein and finds that the Plan Line is consistent with the General Plan and the final Plan.

PASSED AND ADOPTED by the City Council of the City of Citrus Heights on this 9th day of February 2005, by the following vote:

AYES: Karpinski-Costa, Shelby, Slowey, Bruins, Daniels
NOES: None
ABSTAIN: None
ABSENT: None

BRET DANIELS, Mayor

ATTEST:

RHONDA SHERMAN, CITY CLERK

STATE OF CALIFORNIA
COUNTY OF SACRAMENTO
CITY OF CITRUS HEIGHTS

I, Rhonda Sherman, City Clerk of the City of Citrus Heights, certify the foregoing is the full and true Resolution No. 2005-11 passed and adopted by the City Council of the City of Citrus Heights at an adjourned regular meeting held on February 9, 2005.

Dated: February 10, 2005

Rhonda Sherman, City Clerk

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7/5/05 SS
(date & initials)

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.2c.(9)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Jay Norvell
Division Chief
Environmental Analysis

Subject: **APPROVAL OF PROJECT FOR FUTURE CONSIDERATION OF FUNDING**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission), as a responsible agency, approve the attached Resolutions E-11-87.

ISSUE:

01-SD-805, PM 4.4/15.8
RESOLUTION E-11-77

The attached resolution proposes to approve for consideration of funding the following project for which a Final Environmental Impact Report (FEIR) has been completed:

- Route 805 in San Diego County. Roadway improvements including construction of High Occupancy Vehicle lanes on a portion of SR 805 in the cites of San Diego, Chula Vista, and National City. (PPNO 0730A)

This project in San Diego County will construct High Occupancy Vehicle lanes on Interstate 805 in the cities of San Diego, Chula Vista, National City, and portions of the unincorporated County. This is a two-phase project. Phase One is fully funded at $200,000,000, and consists of the following: PPNOs 0730A and 0730B (EAs 2T180X and 2T181), which are programmed in the Corridor Mobility Improvement Account and include local funds; and EAs 2T182 and 2T183, which are fully funded with federal and local funds. Phase Two will consist of approximately seven projects that are not yet programmed. The total estimated cost for the two-phase project is $1,390,000,000 for capital and support. Construction of Phase One is estimated to begin in Fiscal Year 2011-12. The scope for Phase One, as described for the preferred alternative, is consistent with the project scope programmed in the CMIA baseline agreement.

A copy of the FEIR has been provided to Commission staff. Resources that may be impacted by the project include; aesthetics, biological resources, water quality and stormwater runoff, and traffic. Potential impacts associated with the project can all be mitigated to below significance through proposed mitigation measures. As a result, a Final Environmental Impact Report was prepared for the project.

Attachments

CALIFORNIA TRANSPORTATION COMMISSION

Resolution for Future Consideration of Funding
11-SD-805, PM 4.4/15.8
Resolution E-11-87

1.1 **WHEREAS,** the California Department of Transportation (Department) has completed an Environmental Impact Report pursuant to the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the following project:

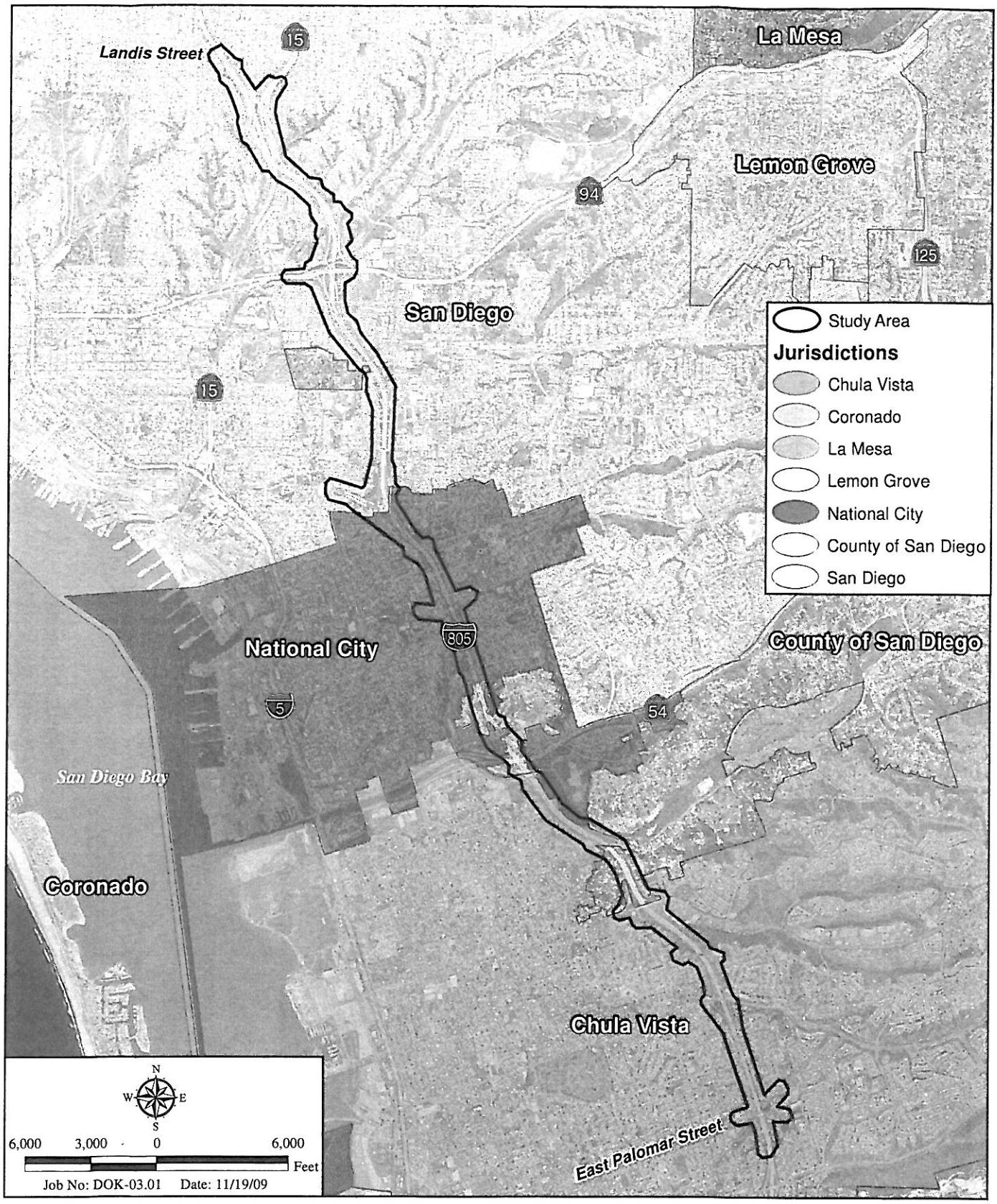
- Route 805 in San Diego County. Roadway improvements including construction of High Occupancy Vehicle lanes on a portion of SR 805 in the cites of San Diego, Chula Vista, and National City. (PPNO 0730A)

1.2 **WHEREAS**, the Department has certified that the Environmental Impact Report has been completed pursuant to CEQA and the State CEQA Guidelines for its implementation; and

1.3 **WHEREAS**, the California Transportation Commission, as a responsible agency, has considered the information contained in the Environmental Impact Report; and

1.4 **WHEREAS,** Findings were made pursuant to the State CEQA Guidelines.

2.1 **NOW, THEREFORE, BE IT RESOLVED** that the California Transportation Commission does hereby support approval of the above referenced project to allow for consideration of funding.



Project Vicinity Map

I-805 MANAGED LANES SOUTH PROJECT

Figure 1-2

FINDINGS

CALIFORNIA DEPARTMENT OF TRANSPORTATION FINDINGS FOR THE INTERSTATE 805 MANAGED LANES SOUTH PROJECT IN SAN DIEGO COUNTY, CALIFORNIA DISTRICT 11 – SD – 805, PM 4.4/15.8

The following information is presented to comply with State California Environmental Quality Act (CEQA) Guidelines (Title 14 California Code of Regulations, Chapter 3, Section 15901) and the Department of Transportation and California Transportation Commission Environmental Regulations (Title 21, California Code of Regulations, Chapter 11, Section 1501). Reference is made to the Final Environmental Impact Report/Environmental Assessment (EIR/EA) for the Project, which is the basic source for the information.

The following effects have been identified in the Final EIR/EA as resulting from the Project. Effects found not to be significant have not been included.

Traffic/Transportation/Pedestrian and Bicycle Facilities

Adverse Environmental Effects:

The Project would degrade the level of service (LOS) to E or F in the general purpose lanes of five freeway segments along State Route (SR) 94 and one freeway segment along Interstate 805 (I-805) in the 2015 and 2030 build conditions. These freeway segments include:

Westbound SR 94 (AM peak period)

- Euclid Avenue northbound (NB) off-ramp to Euclid Avenue southbound (SB) on-ramp (2015)
- I-805 NB on-ramp to Home Avenue on-ramp (2030)
- SR 15 SB off-ramp to SR 15 SB on-ramp (2015)
- SR 15 SB on-ramp to 32nd Street off-ramp (2015 and 2030)
- 32nd Street off-ramp to 32nd Street on-ramp (2015 and 2030)
- 32nd Street on-ramp to 28th Street off-ramp (2015 and 2030)
- 28th Street off-ramp to 28th Street on-ramp (2030)

NB I-805 (AM peak period)

- East H Street off-ramp to East H Street eastbound on-ramp (2030)

Due to the new freeway access point created by the Direct Access Ramp (DAR) at East Palomar Street, some traffic trips would be diverted from their original routes to East Palomar Street. Additionally, the new transit stations and park-and-ride lots also would divert trips to East H Street and East Plaza Boulevard. The diversion of trips created by the DAR, transit stations, and park-and-ride lots would result in the degradation of LOS at the following 6 intersections during the AM peak period and 10 during the PM peak period:

- Orange Avenue/Brandywine Avenue (AM and PM peak periods)
- East Palomar Street/Melrose Street (AM and PM peak periods)
- East Palomar Street/Monserate Avenue (AM and PM peak periods)
- East Palomar Street/Oleander Avenue (AM and PM peak periods)
- East Palomar Street/Medical Center Drive (PM peak period)
- East Palomar Street/Paseo Ladera Street (PM peak period)
- East H Street/I-805 SB on- and off-ramps (PM peak period)
- Sweetwater Road/Euclid Avenue (PM peak period)
- Sweetwater Road/I-805 NB on-ramp (AM peak period)
- East Plaza Boulevard/Palm Avenue (PM peak period)
- East Plaza Boulevard/Grove Street (PM peak period)
- Home Avenue/I-805 SB off-ramp (PM peak period)

During Project construction, some freeway segments may be closed in one direction in the nighttime. In addition, it may be necessary to temporarily close some of the entrance and exit ramps at interchanges within the Project area. Temporary detours may be required along some roadway segments as well.

Findings:

Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effects as identified in the Final EIR/EA.

Statement of Facts:

A comprehensive traffic management plan (TMP) will be developed for the Project following selection of the preferred alternative, but prior to the start of construction. The objective of a TMP is to maintain the safe movement of vehicles through the construction zone, as well as to provide the highest level of traffic flow and access during construction periods. The Project TMP will be implemented prior to, and throughout the construction period. Elements within the Project TMP will include the following:

- A public awareness program will notify the public about the Project and its potential effects through brochures, press releases, advertising, public meetings, construction bulletins, and Caltrans (District 11) website (http://www.dot.dot.ca.gov/dist11/).

- Motorist information strategies will include changeable message signs, ground-mounted signs, and the use of web cameras. These strategies will provide current road conditions and will enable motorists to make informed decisions about their own travel plans and options available for alternative routes.

- Incident management elements will include the Construction Zone Enhanced Enforcement Program (COZEEP), the Freeway Service Patrol (FSP), and the Traffic Management Team (TMT). Implementation of these elements will identify incidents that occur within the construction area and provide corrective action in a timely manner.

COZEEP provides the California Highway Patrol assistance and surveillance within construction areas, which can allow enforcement of speed limits and provide emergency response support within the work zones.

The FSP provides towing service and assistance to motorists during vehicles breakdowns.

The TMT will be involved in the planning and coordinating of major lane or freeway closures and can help evaluate signs for detours and provide advance warning to motorists in case of an accident or non-recurring congestion.

- Demand management techniques intended to reduce traffic volumes within the construction zones, including promoting variable work hours to vary peak travel times, installing temporary ramp meters and/or modifying existing ramp meters to control the volumes entering the freeway within the construction zones.

Ramp meters will be installed on all entrance ramps, which will allow for the control of volumes entering the freeway.

Affected intersections and roadways will be signalized and/or re-striped, as required.

Visual Aesthetics

Adverse Environmental Effects:

The Project would introduce dominant, contrasting elements that will cause major changes to the composition of the visual environment. The urbanized character of the I-805 South corridor would become noticeably more urbanized with the introduction of new dominant visual elements, and existing open views from the freeway would be severely diminished. Doubling the paved width of the freeway, adding nearly twelve miles of retaining walls and over 13 miles of noise walls, and removing the majority of existing freeway landscaping would be the primary causes of the impacts.

Findings:

Changes or alterations have been required in, or incorporated into, the Project, which avoid or substantially lessen the significant environmental effects as identified in the Final EIR/EA.

Statement of Facts:

Visual mitigation for adverse impacts would consist of adhering to the following design guidelines in consultation with the District 11 Landscape Architect (DLA). The guidelines are arranged by Project feature and include options in order of effectiveness. One or more of these options are to be implemented on applicable Project features wherever they occur.

During Project design and construction, it will be the responsibility of the DLA to analyze the visual effects of specific Project features, synthesize applicable mitigation from this document, apply those requirements to actual freeway feature designs in specific

locations, and assist the design team in determining reasonable visual mitigation solutions. The DLA also will perform mitigation monitoring of all visual mitigation requirements.

To attain the visual goals, and reduce the visual impact, the mitigation design includes the following specific elements and recommendations:

Noise Barriers

- *Landscaped Noise Berms.* Noise barriers will consist of landscaped berms wherever possible.

- *Noise Berm/Retaining Wall Combinations.* In areas where the right-of-way (R/W) is too narrow to accommodate a berm, a retaining wall will be used to avoid constructing a sound wall on top of the berm.

- *Noise Berm/Wall Combinations.* A combination of noise wall and berm is preferable in situations where a tall retaining wall at the toe of slope would create a visual impact to an adjacent property. To be effective, the noise wall and berm combination will incorporate a berm with a 2:1 slope on the freeway side that is a minimum of 6 feet in height to allow enough space to provide screening shrubs in front of the wall.

- *Noise Wall Landscape Buffers.* In cases where berms are entirely infeasible, sound walls will incorporate planting on both sides. In some cases, retaining walls and/or a concrete barrier at the edge of shoulder may be needed to provide the required planting space.

- *Noise Wall Articulated Layout/Varied Profile.* Another option where berms are infeasible includes construction of a noise wall with an articulated layout and/or varied profile to reduce the monotonous visual effect of a single wall surface and help reduce its apparent scale.

- *Noise Wall Planting Pockets.* Where R/W is too narrow to employ the configurations listed above, a minimum three-foot-wide planting pocket will be provided between the back of the barrier and the face of wall.

- *Noise Wall/Barrier Setbacks.* In areas too narrow to place a planting pocket, noise walls will be recessed behind the face of the barrier at a sufficient distance to allow architectural features to be included on the face of the noise wall. Placing a noise wall directly on top of a concrete barrier will be avoided if at all possible. In areas where space for architectural detailing does not exist, vertical concrete safety barriers will be considered.

- *Vertical Concrete Safety Barriers.* In areas where space for architectural detailing does not exist, vertical concrete safety barriers will be considered. Vertical barriers add 12 inches of additional width in which architectural elements, such as pilasters and wall caps, will be included.

- *Transparent Noise Walls on or Near Private Property.* Where noise receptors are located above the elevation of the freeway, transparent noise walls located at the top of slope on the R/W line or on private property will be used if the benefited property owner agrees to maintain wall surfaces. Locating walls at higher elevations near the receptors substantially reduces the height of walls to achieve "line-of-sight" noise reductions.

- *Translucent Noise Wall Panels on Caltrans Property.* Translucent materials will be placed on top of noise walls to reduce their apparent height and create a greater sense of openness. Translucent materials will be placed above areas of potential vehicle impact, out of easy reach, and will consist of vandal-resistant materials.

- *Architectural Detailing.* Noise walls will be designed to be visually compatible with the surrounding community. Architectural detailing, such as pilasters, wall caps, interesting block patterns, and offset wall layouts, will be used to add visual interest and reduce the apparent height of the walls. Poured-in-place integrally colored concrete construction techniques will be encouraged where visual consistency with retaining walls is desired. Enhanced surface materials also will be used where appropriate to meet community design goals.

Retaining Walls

- *Terrain-contoured Retaining Walls in Cut Sections.* Retaining walls that follow the contours of the topography and maintain a constant (less than 5-percent slope) elevation at the top of wall will be used where appropriate. Wall layouts and profiles will be composed of long radius curves, with no tangents or points of intersection. Walls will be located at mid-slope.

- *Mid-slope Retaining walls in Cut Sections.* Retaining walls will be located at mid-slope wherever possible in cut sections to provide a buffer area for landscape screening between the wall and the freeway. Tie back and soil nail walls will be used where appropriate to preserve existing mature trees.

- *Top-of-slope Retaining Walls in Fill Sections.* Retaining walls will be located at the top of slope wherever possible in fill sections to provide a buffer area for landscape screening between the wall and the community.

- *Retaining Wall/Barrier Planting Pockets.* In areas where retaining walls must be placed close to the traveled way, space will be reserved between the wall and the safety barrier to include a three-foot wide planting pocket.

- *Retaining Wall/Barrier Setback.* In areas too narrow to place a planting pocket, the retaining wall will be recessed behind the face of the barrier at sufficient distance to allow architectural features to be included on the face of the retaining wall.

- *Vertical Concrete Safety Barriers.* In areas where space for architectural detailing does not exist, vertical concrete safety barriers will be considered. Vertical barriers add 12 inches of additional width in which architectural elements, such as mechanically stabilized earth wall panel relief, pilasters, and wall caps, will be included.

- *Architectural Surface Treatment.* Architectural features, textures, and integral concrete colors will be used to mitigate the appearance of retaining wall surfaces. Retaining walls will incorporate architectural features such as pilasters and caps to provide shadow lines, provide relief from monolithic appearance, and reduce their apparent scale. Enhanced surface materials will also be used where appropriate to be consistent with community design goals.

- *Mechanically Stabilized Earth (MSE) Walls.* MSE walls will have custom designed panels that include integral color, enhanced surface texture, and a minimum four-inch pattern reveal on each panel.

Freeway Overcrossings

- Abutments will be short-seat abutments placed at the top of slopes wherever possible. The visual mass of abutments will be minimized as much as possible. High-cantilever abutments will be used in locations where space does not exist for short-seat abutments at the top of a slope.

- At each overcrossing, bridge abutments will be of the same type to produce a symmetrical appearance. Where overcrossing structures are replaced, high-cantilever abutments will be used in lieu of secondary tie back walls. Temporary tie back walls will be terrain-contoured walls, and receive architectural features consistent with permanent walls in the viewshed. Temporary tie-back walls will be removed when overcrossing structures are reconstructed.

- In locations where retaining walls must be incorporated into abutments, they will be designed as terrain contoured walls if possible, and be located away from the edge of shoulder to allow space for a planted buffer at their base.

- Slope paving will be enhanced with integral concrete color, texture, and deeply textured facing materials such as veneer block or natural rock.

- Bridge signage will be designed to visually integrate with bridge architecture. Concrete sign pedestals will be consistent in appearance with bridge design themes.

- Sidewalks will be provided on both sides of each reconstructed or modified overcrossing. They will have a minimum 8-foot width on a 2-lane structure with a curb-to-curb width of 32 feet or less. On wider streets, both sidewalks will be a minimum of 12 feet in width. Wider sidewalk widths will be selected based on SANDAG regional guidelines (*Planning and Designing for Pedestrians;* 2002) and local pedestrian design guidelines. All sidewalks will receive score patterns, surface texture, and in some cases, integral color.

- Low-profile barrier separations between pedestrian and vehicular traffic will be provided on overcrossings where Caltrans policy prohibits or restricts architectural features and pedestrian amenities on or near concrete bridge rails. Sidewalks in these locations will be a minimum of 10 feet in width.

- Pedestrian lighting, enhanced fencing and railings, and other urban amenities will be provided on each overcrossing. Appropriate local agency streetscape design themes will be included within the freeway R/W at each overcrossing and interchange. Container trees located on structures also will be provided in locations where the responsible local agency has requested them and agreed to maintain them in perpetuity.

Pedestrian Overcrossings

- Pedestrian overcrossings will be a minimum of 15 feet in width. Pedestrian lighting, enhanced fencing, railings, architectural features, and other urban amenities will be provided on each pedestrian overcrossing and be consistent with local values and goals. Existing streetscape elements and design themes will be continued within the freeway R/W.

Bicycle Facilities on Overcrossings

- Bicycle shoulders, lanes, or paths will be provided on both sides of each overcrossing. The type of facility provided will be based on regional and local planning goals. A minimum shoulder width of four feet will be provided for Class III facilities.

Undercrossing Structures

- Bridge abutments and wing walls will be of the same type on all four quadrants to give widened undercrossings a symmetrical appearance.

- Bridge widening will be done using cast-in-place box girder construction wherever possible. Girders will be similar in appearance on both sides of the bridge to produce a symmetrical appearance.

- In locations where street widening occurs, tie-back walls will be terrain-contoured walls, and receive architectural features consistent with those required for retaining walls and with community values and goals.

- Slope paving at undercrossings will be enhanced with deeply textured facing materials, such as scored veneer block or natural rock, to add visual interest and deter graffiti.

Pedestrian Facilities on Undercrossing

- Minimum 10-foot-wide pedestrian sidewalks will be provided at undercrossings on both sides of the street wherever possible. In all cases, existing sidewalk configurations on local streets will be continued across the freeway R/W as a minimum project feature.

- Enhanced pedestrian lighting including bridge soffit lighting will be provided at each widened undercrossing.

Bicycle Facilities on Undercrossing

- Bicycle shoulders, lanes, or paths will be provided at each undercrossing. The type of facility provided will be based on regional and local planning goals. A minimum shoulder width of four feet will be provided for Class III facilities.

Direct Access Ramp

- DAR retaining walls will have a maximum 15-foot height allowing approximately 10 feet of minimum vertical clearance under the connecting ramp structure.

- Pedestrian and bicycle traffic on an existing overcrossing that is modified to a DAR overcrossing will be routed to a separate pedestrian overcrossing structure in the immediate vicinity, if possible.

- On DAR overcrossings where pedestrians are present, sidewalks will be 15 feet in width on each side. Bridge barriers, fences, and sidewalks will be designed to provide standard stopping sight distance at DAR termini to enable pedestrians to be visible to drivers. Barrier separations between pedestrian and vehicular traffic will be provided if bridge rail enhancements are not allowed otherwise.

- Bicycle shoulders, lanes, or paths will be provided on both sides of the DAR overcrossing open to non-vehicular traffic. The type of facility provided will be based on regional and local planning goals. A minimum shoulder width of four feet will be provided for Class III facilities.

- Pedestrian lighting, enhanced fencing and railings, and other urban amenities will be provided on the DAR local street overcrossing and be consistent with local values and goals. Applicable existing streetscape elements and design themes will be included within the freeway R/W at the DAR overcrossing, and local streetscape guidelines will be followed where possible. Container trees located on structures also will be provided in locations where the responsible local agency has requested them and agreed to maintain them in perpetuity.

Pedestrian Facilities at Freeway Interchanges

- Establishment of a continuous pedestrian realm on both sides of local streets as they pass through the interchange will be accomplished by utilizing design features such as street trees, pedestrian lighting, landscaped parkways located between sidewalk and curb, enhanced sidewalk paving that continues across freeway ramps, and islands of refuge in street and ramp medians. Pedestrian and transit facilities will conform to SANDAG Pedestrian Design Guidelines and any applicable local streetscape design standards and guidelines. Urban design features, such as benches, bollards, directional signage, and trash receptacles, also will be included as appropriate.

Bicycle Facilities at Freeway Interchanges

- Bicycle facilities will be preserved or upgraded to conform to the applicable local San Diego Regional Bike Plan standards and General Plan circulation element goals.

Interchange Landscaping

- Interchange landscaping will reflect the visual character and goals of its locality. Enhanced interchange landscaping will be considered in cases where the responsible local agency will provide maintenance in perpetuity. Entry features will be included as transitional visual elements into local communities where appropriate. Traditional decorative entry signage with text will not be used.

Street Appurtenances at Freeway Interchanges

- The use of Caltrans standard freeway appurtenances on local streets will be avoided or minimized wherever possible by the use of functional alternatives that are more consistent with community design standards. Crash cushions, metal beam guardrail, end anchor assemblies, concrete barriers, sign standards, light standards,. signal standards, and chain link fencing are examples of such features that will be considered. The use of access control fencing at interchanges will be minimized and it will be located in unobtrusive locations when its use is necessary. It will be of non-standard design and composed of enhanced materials where appropriate. Electrical control cabinets and other utility boxes will be located in unobtrusive locations away from sidewalks wherever possible. Raised medians will be used wherever possible to allow for pedestrian islands of refuge, create a visual break in the ground plane, and provide space for street tree planting.

East Palomar Street Transit Center and Park-and-Ride

- Excess portions of real estate parcels required for street widening along East Palomar Street from Pecan Place to Oleander Avenue will be considered for improvement as a series of mini-parks tied together by a wide pedestrian promenade/bikeway and enhanced East Palomar Street streetscape.

- The promenade/bikeway will begin at Pecan Place, continue across the freeway overcrossing structure, bisect the proposed transit center parking lots, cross Oleander Avenue, and terminate at Greg Rogers Park. Sidewalk and streetscape improvements also will be included east of the transit center on East Palomar Street to Oleander Avenue and Rogers Park. The promenade will be a minimum of 12 feet wide and be offset from the street by a landscaped parkway wherever possible. Bike lanes will be included on the street where appropriate.

- Streetscape features will include enhanced sidewalk and crosswalk paving, large street trees, full landscaping, and raised medians with enhanced paved surfaces and tree planting wherever possible. These features will be included on the freeway overcrossing structure to provide continuity and connectivity.

- Site amenities for transit users will be provided such as covered bus shelters, pedestrian lighting, benches, litter receptacles, tree grates, bollards, and bicycle racks.

- Solid screen walls with landscaped planting buffers of at least six feet in width will be placed at the perimeter of parking lots to buffer adjacent residential properties. Screen walls will be a maximum of six feet in height (as measured from residential building pads) and include architectural features, textures, and colors that will be compatible with the residential character of the site. Landscaping in parking lots consistent with local standards for commercial development will be provided.

In-line Transit Stations

- Streetscape improvements will be provided to facilitate and encourage pedestrian movement between the transit center parking lots and the stations. Mitigation goals and design guidelines for freeway interchanges contained above will be implemented in these areas. Streetscape features will include enhanced sidewalks a minimum of eight feet in width, crosswalk and slope paving, large street trees, full landscaping, and raised medians with enhanced paved surfaces and tree planting wherever possible. Other site amenities for transit users will be provided such as covered bus shelters, pedestrian lighting, benches, litter receptacles, tree grates, bollards, and bicycle racks. Landscaping in parking lots consistent with local standards for commercial development will be provided.

Freeway Landscaping

- Freeway landscaping will be consistent with the character of adjacent community landscape. In communities that are characterized by ornamental landscaping, freeway landscaping that includes drought tolerant ornamental trees, shrubs, and groundcover will be installed. In less developed areas along the freeway, landscaping with drought tolerant ornamental and native trees and shrubs will be planted. Areas adjacent to native habitat will receive native landscaping. Native landscaping will be designed in consultation with the District Biologist. All landscaped areas will receive fully automatic below-grade irrigation systems.

Freeway Planters

- Since the Project will result in the loss of a majority of existing landscaped roadside areas, extraordinary steps will be taken to create new areas for mitigation replacement planting within the freeway facility at the edge of shoulder or between barriers and walls wherever the available width allows. Minimum widths for planting are two feet between barrier and wall, and six feet between median or separator barriers. Safety barriers at the edge of shoulder will facilitate tree and shrub planting in roadside areas that are too narrow to allow standard clear recovery area planting setbacks to be used.

Local Frontage Roads

- In locations where freeway widening brings traffic into close proximity to parallel local streets, landscape buffers will be created between the freeway and street wherever possible. Buffers will include elements such as street trees and shrubs, sidewalks, and solid screen walls for access control. Inclusion of some buffers may require local street widths to be adjusted. Installation of this mitigation measure is contingent on local agency approval and commitment to maintain the streetscape buffer in perpetuity.

Manufactured Slopes

- Slopes will be graded 2:1 or flatter to support planting and irrigation. Grading will utilize techniques such as slope rounding, slope sculpting, and variable gradients to approximate the appearance of natural topography.

Overhead Utility Relocation

- Existing overhead utilities that are located near the freeway and require relocation due to freeway widening will be considered for relocation underground if doing so will improve visual quality.

Lighting, Signage, and Miscellaneous Freeway Appurtenances

- Lighting and signage pedestals on structures will occur at pilasters or be incorporated in other architectural features. Concrete lighting and signage pedestals will be designed in such a way that vertical barrier transitions are not required. Electrical and signal equipment at ramp termini will be placed in visually unobtrusive locations.

- Signage with movable elements or self illuminated features, such as changeable message signs, will be excluded from viewsheds containing scenic resources if at all possible. The District Landscape Architect will assist in the placement of all such signage.

Access Control Fencing

- Access control fencing will be placed in visually unobtrusive locations of interchanges and bridges. It will be of special design and consist of enhanced materials where appropriate and where the responsible local agency agrees to maintain it in perpetuity.

- Retaining walls and sound walls near R/W boundaries will be designed in such a way that access control fencing will not be needed. The "dead" spaces that occur between walls and fences will be avoided if at all possible.

Drainage and Water Quality Facilities

- Basins will be located at least 10 feet from free recovery areas wherever possible to allow landscape screening to be installed. Basins will appear to be natural landscape features such as dry streambeds or riparian pools. They will be shaped in an informal, curvilinear manner. Basin slope grading will incorporate slope rounding, variable gradients, and be similar to the surrounding topography to deemphasize a defined outer edge. Maintenance access drives will be located in unobtrusive areas away from local streets and will consist of inert materials or herbaceous groundcover that is visually compatible with the surrounding landscape. Chain-link perimeter fencing will not be used if at all possible. All visible concrete structures and surfaces will be of special design and adhere to the corridor design guidelines. Rock slope protection will consist of aesthetically pleasing whole material of various sizes. Standpipes and other vertical appurtenances will be placed in unobtrusive locations and be painted an unobtrusive color.

- Bioswales and linear drainage ditches will be designed to appear as natural features. They will be designed as dual use facilities such as recreational trails or maintenance access roads wherever possible.

- Concrete interceptor ditches will not be placed at the toe of slopes adjacent to residential property if at all possible, nor immediately adjacent to sidewalks or pedestrian use areas. Alternatives such as subterranean drainage placed below finish grade or a planted geo-reinforced drainage surface will be used.

- Linear drainage paths or bioswales will be designed for dual use as maintenance vehicle access facilities where appropriate.

- Concrete drainage devices located in non-landscaped areas will be colored to match the surrounding soil.

- Soft surface alternatives to concrete ditches and rock slope protection, such as plantable matrices, will be utilized wherever possible.

- The use of pervious concrete for storm water pollution prevention will be considered to avoid adverse visual impacts. Project features, such as interceptor ditches, inlet aprons, gutters, maintenance access roads, maintenance vehicle pullouts, and parking lots, may consist of pervious concrete and perhaps serve a dual purpose.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14-15, 2011

Reference No.: 4.3
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **PROPOSITION 1B STATE-LOCAL PARTNERSHIP PROGRAM –PROGRAMMING AND AMENDMENT OF 2011-12 FORMULA PROGRAM RESOLUTION SLP1B-P-1112-05**

ISSUE:

Proposition 1B, passed in November 2006, authorized $1 billion for the State-Local Partnership Program (SLPP). The program is divided into two sub-programs – a formula program to match local sales tax, property tax and/or bridge tolls (95%) and a competitive program to match local uniform developer fees (5%).

The California Transportation Commission (Commission) adopted SLPP Guidelines for 2010-11 through 2012-13 in April 2010. Commission staff has received additional project applications for the formula portion of the 2011-12 program. The proposed new and amended programming is shown in bold print on the attached table.

Any unprogrammed funds remain available for programming in the future.

RECOMMENDATION:

Staff recommends the Commission adopt the attached SLPP program of new and amended formula projects, in accordance with Resolution SLP1B-P-1112-05.

BACKGROUND:

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, authorized $1 billion to be deposited in the State-Local Partnership Program Account to be available, upon appropriation by the Legislature, for allocation by the Commission over a five-year period to eligible transportation projects nominated by an applicant transportation agency.

In 2008, the Legislature enacted implementing legislation (AB 268) to add Article 11 (commencing with Section 8879.66) to Chapter 12.491 of Division 1 of Title 2 of the Government Code, defining the program, eligibility of applicants, projects and matching funds.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Adoption of Proposition 1B
State-Local Partnership Program (SLPP)

RESOLUTION SLP1B-P-1112-05

1.1 WHEREAS the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B on November 7, 2006, includes $1 billion for the State-Local Partnership Program (SLPP) to fund transportation capital improvement projects; and

1.2 WHEREAS the Bond Act provides that SLPP funds are available, upon appropriation by the Legislature, to Transportation Agencies, as allocated by the California Transportation Commission (Commission); and

1.3 WHEREAS the SLPP is subject to the provisions of Article 11 of the Government Code, Sections 8879.66 through 8879.76, as enacted in implementing legislation in 2008 (AB 268) designating the Commission the administrative agency responsible for programming SLPP and the agency authorized to adopt guidelines for the program; and

1.4 WHEREAS the funds available in the SLPP account shall be made available for allocation by the Commission over a period of five years, from 2008-09 to 2012-13; and

1.5 WHEREAS ninety-five percent of the funds shall be available to be distributed by formula and five percent shall be available to be distributed through a competitive grant application process (as specified in Sections 8879.72 and 8879.73 of the Government Code); and

1.6 WHEREAS the Commission adopted SLPP Guidelines for 2010-11 through 2012-13 on April 7, 2010, that identified the Commission's policy and expectations for the SLPP, including program development timelines and requirements for project nomination; and

1.7 WHEREAS the Commission received programming requests for 2011-12 and future; and

1.8 WHEREAS any funds that are not programmed remain available for later programming in future fiscal years.

2.1 NOW THEREFORE, BE IT RESOLVED that the Commission adopts the attached list of new and amended projects for 2011-12 and future for the formula portion of the State-Local Partnership Program, and

2.2 BE IT FURTHER RESOLVED that a project's approved SLPP funding is to be considered a "not to exceed amount" and that any increase in project cost is the responsibility of the nominating agency, and

2.3 BE IT FURTHER RESOLVED that the implementing agency will submit semiannual reports on the activities and progress made toward implementation of the project, and, within six months of the project becoming operable, a final delivery report on the scope of the completed project, its final costs as compared to the approved project budget, its duration as compared to the original project schedule and performance outcomes derived from the project, and

2.4 BE IT FURTHER RESOLVED that the Department of Transportation will ensure that project expenditures and outcomes are audited. For each SLPP project, the Commission expects the Department to provide a semi-final audit report within 6 months after the final delivery report and a final audit report within 12 months after the final delivery report.

Attachment

Proposition 1B State-Local Partnership Program
Formula Programming
($,000)
Resolution SLP1B-P-1112-05

Applicant Agency Project Title	Implementing Agency	2008-09	2009-10	2010-11	2011-12	Estimated 2012-13
TOLLS AND PROPERTY/PARCEL TAXES						
Bay Area Transportation Authority	Beg. Balance	$12,898	$13,633	$12,944	$11,623	$11,623
BART Warm Springs Extension	BART	$12,898	$12,633	$12,944	$1,525	$0
BART Oakland Airport Connector	BART		$1,000	$0	$10,098	$8,902
SMART Commuter Rail & Multiuse Path	**SMART**					**$2,694**
	Balance			$0	$0	$27
SALES TAX - NORTH						
Marin	Beg. Balance	$1,304	$2,595	$3,744	$4,870	$1,126
SMART Commuter Rail & Multiuse Path	**SMART**				**$4,870**	**$1,126**
	Balance	$1,304	$2,595	$3,744	$0	$0
Sonoma	Beg. Balance	$2,453	$3,682	$5,857	$8,010	$6,432
Hybrid Bus Acquisition	Santa Rosa	$1,200				
101 - Old Redwood Hwy Overcross & I/C amend	Caltrans					**$4,610**
SR 116 / Mirabel intersection improve.	Sonoma County					$1,866
101 - Airport Overcross & I/C (CMIA)	Caltrans				$1,866	
101- Petaluma River Bridge (CMIA)	Caltrans				**$1,865**	
	Balance	$1,253	$3,682	$5,857	$4,279	($44)
SALES TAX - SOUTH						
Santa Barbara	Beg. Balance	$2,259	$4,502	$6,848	$9,284	$5,916
Union Valley Parkway Arterial - Ph III	Santa Maria				$1,142	
101 - Union Valley Pkwy Interchange	**Caltrans**				**$4,662**	
	Balance	$2,259	$4,502	$6,848	$3,480	$5,916

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14-15, 2011

Reference No.: 4.12
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **CORRIDOR MOBILITY IMPROVEMENT ACCOUNT – PROJECT BASELINE AGREEMENT**
RESOLUTION CMIA-P-1112-07B

ISSUE:
Should the Commission approve the CMIA Project Baseline Agreement for Capitol Expressway - Yerba Buena Interchange (SCL 101) submitted in accordance with the Commission's CMIA Guidelines and establish these agreements as the baseline for project delivery monitoring?

RECOMMENDATION:
Commission staff recommends that the Commission approve the CMIA Project Baseline Agreement for Capitol Expressway - Yerba Buena Interchange (SCL 101) in accordance with the Commission's CMIA Guidelines and establish these agreements as the baseline for project delivery monitoring.

BACKGROUND:
In accordance with the Commission's CMIA Guidelines, the sponsoring agencies for the project Capitol Expressway - Yerba Buena Interchange (SCL 101) have provided an executed Project Baseline Agreement to the Commission. Commission staff has reviewed this Project Baseline Agreement and has determined that they set forth the proposed project scope, measurable expected performance benefits, delivery schedule, and project budget and funding plan; are consistent with the Commission's CMIA Guidelines; and include the required signatures.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14-15, 2011

Reference No.: 4.5
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **CORRIDOR MOBILITY IMPROVEMENT ACCOUNT (CMIA)– PROJECT BASELINE AGREEMENT AMENDMENTS**
RESOLUTION CMIA-P-1112-06B

ISSUE:
Should the Commission approve the CMIA Project Baseline Agreement Amendments for the Highway 50 HOV Lanes – El Dorado Hills to Bass Lake Road Project and the SR 4 East Widening Corridor/SR 4 Bypass Conversion Project in accordance with the Commission's CMIA Guidelines and the prior CMIA programming actions (Resolution CMIA-P-1011-07, Resolution CMIA-P-1112-011, and Resolution CMIA-P-1112-007) and establish these amended Project Baseline Agreements as the new baseline for project delivery monitoring?

RECOMMENDATION:
Commission staff recommends that the Commission approve the CMIA Project Baseline Agreement Amendments for the Highway 50 HOV Lanes – El Dorado Hills to Bass Lake Road Project and the SR 4 East Widening Corridor/SR 4 Bypass Conversion Project in accordance with CMIA Guidelines and the prior CMIA programming actions (Resolution CMIA-P-1011-07, Resolution CMIA-P-1112-011, and Resolution CMIA-P-1112-007) and establish these amended Project Baseline Agreements as the new baseline for project delivery monitoring.

BACKGROUND:
The Commission, at its June 23, 2011 meeting, adopted an amendment to the CMIA Program. This amendment increased the scope and CMIA funding for the Highway 50 HOV Lanes – El Dorado Hills to Bass Lake Road Project and the SR 4 East Widening Corridor/SR 4 Bypass Conversion Project. In accordance with this action, the sponsoring agencies have submitted executed Project Baseline Agreement Amendments which document the increased scope and funding and establish the new baseline for project delivery monitoring.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14-15, 2011

Reference No.: 4.7
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **DISPOSITION OF REVENUES FROM LONG-TERM GROUND LEASES OF A PORTION OF THE PROPOSITION 108-FUNDED TAYLOR YARD PROPERTIES RESOLUTION G-11-12, AMENDING RESOLUTION PRB-91-4 AND FTA 75P830**

ISSUE

The Los Angeles County Metropolitan Transportation Authority (LACMTA) plans to enter into long-term ground leases with a developer for a portion (20.2 acres) of its Taylor Yard properties that were acquired with State Proposition 108 bond funds matched dollar-for-dollar with local funds. The proposed development is predominantly residential, with a small retail component.

The Commission, as an investor in perpetuity in the Taylor Yard properties, is entitled to share in the profits received from the sale, rentals, or other uses of the properties which generate revenue streams from other than basic rail transit services. LACMTA proposes that the Commission allow LACMTA to retain the State's share of the proceeds from long-term ground leases of a portion of its Taylor Yard properties and dedicate the proceeds to fund passenger rail service projects, as well as for operating and planning expenditures to provide passenger rail service in Los Angeles County.

LACMTA's proposal presents the Commission with three choices:

- Allow LACMTA to retain the State's share of the proceeds from the long-term ground leases and require that the proceeds be used to fund passenger rail capital projects in Los Angeles County; or
- Require that the State's share of the proceeds from long-term ground leases be returned for reallocation by the Commission through the STIP; or
- Require that LACMTA return to the State, for reallocation by the Commission through the STIP, the greater of: (a) the State's share of the acquisition cost for the portion of the Taylor Yard properties that will be ground leased for joint development purposes and will thus not be used for rail transit services; or (b) the State's share of the present fair market value of such portion of the Taylor Yard properties.

RECOMMENDATION

Staff recommends that the Commission select the first option above and allow LACMTA to retain the State's share of the proceeds generated from long-term ground leases of a portion of the Taylor Yard properties as long as the proceeds are used to fund passenger rail capital projects in Los Angeles County. This recommendation is based on:

- The findings by the State Treasurer's Office (STO) that the tax-exempt status of the Proposition 108 Bonds will not be endangered as the bonds issued to fund the purchase of the Taylor Yard properties have matured, so the ground lease revenues are not a tax issue.
- Assurance by LACMTA that entering into long-term ground leases on a portion of the Taylor Yard properties will not impact the passenger rail service now provided by the Southern California Regional Rail Authority ("SCRRA" or "Metrolink") connecting areas within Los Angeles County, including the Metrolink maintenance facility that is located on another portion of the Taylor Yard properties.
- Agreement by LACMTA to set up a separate account to allow it to: 1) track the revenues from the long-term ground leases; 2) track expenditures; and 3) comply with anticipated state audits.
- Acceptance by LACMTA that all other terms and conditions of Resolution PRB-91-4 and the Fund Transfer Agreement (FTA) 75P830 continue to apply to the ground lease revenues.
- Assurance by LACMTA that since the Commission allocated Proposition 108 Bond funds to acquire rail property (a capital expenditure) the State's share of the proceeds from the long-term ground leases shall be dedicated to fund passenger rail capital projects and not for operating and planning expenditures.

BACKGROUND

In the June 1990 election, the electorate enacted Proposition 108, the Passenger Rail and Clean Air Bond Act of 1990, authorizing the sale of general obligation rail bonds for rail transit purposes.

On February 21, 1991, the Commission adopted Resolution PRB-91-4, approving $41,600,000 in Proposition 108 Bond funds, matched by $41,603,000 in local funds, for the purchase of the Taylor Yard properties in Los Angeles at a cost of about $83,202,600 from the Southern Pacific Transportation Company. The Taylor Yard properties consist of 62.85 acres of Taylor Yard (comprised of Parcels A, B and C and 7 acres of Parcel D), the Union Station- Los Angeles River Bridge, and the Cornfield (Chinatown) property.

The Proposition 108 Bond funds were allocated to Los Angeles County Transportation Commission (LACTC), now Los Angeles County Metropolitan Transportation Authority (LACMTA), and were administered through Fund Transfer Agreement (FTA) 75P830 (a copy of FTA 75P830 is attached and it incorporates Resolution PRB-91-4). The funds required that the Taylor Yard properties be used for initiating passenger rail service to benefit Los Angeles County. Rail service is now provided by the Southern California Regional Rail Authority ("SCRRA" or "Metrolink") connecting areas within Los Angeles County and expanding to other counties. In addition, a Metrolink maintenance facility is located on another portion of the Taylor Yard properties.

In an October 19, 2011 letter (attached), LACMTA notified the Commission that it is proposing to enter into long-term ground leases for the joint development of approximately 20.2 acres of the 62.85 acres of Taylor Yard, which was purchased as part of the Taylor Yard properties with $41,600,000 in Proposition 108 funds allocated under Resolution PRB-91-4. The letter includes a map showing the total area of Taylor Yard (62.85 acres) and highlighting the 20.2 acres of the proposed development, which will cover about 32 percent of the 62.85 acres of Taylor Yard that were purchased with Proposition 108 funds.

Also with the letter, LACMTA requested Commission approval to retain the State's share of the ground lease proceeds to fund passenger rail service in Los Angeles County.

Attachments:

Resolution G-11-12

October 19, 2011 Notification of Joint Development of Taylor Yard (includes two maps)

Copy of Fund Transfer Agreement (FTA) 75P830 (includes Resolution PRB-91-4).

CALIFORNIA TRANSPORTATION COMMISSION
Approval to Retain Proceeds from Long-Term Ground Leases of a
Portion of Taylor Yard Properties in Los Angeles by
Los Angeles County Metropolitan Transportation Authority

Resolution G-11-12, Amending Resolution PRB-91-4 and FTA 75P830

1.1 WHEREAS, the electorate enacted Proposition 108, the Passenger Rail and Clean Air Bond Act of 1990, in the June, 1990 election authorizing the sale of general obligation rail bonds for rail transit purposes; and

1.2 WHEREAS, on February 21,1991, the California Transportation Commission (Commission) adopted Resolution PRB-91-4, approving an allocation of $41,600,000 in Proposition 108 Bond funds, matched by $41,603,000 in local funds, to Los Angeles County Transportation Commission (LACTC), now the Los Angeles County Metropolitan Transportation Authority (LACMTA), for the purchase of the Taylor Yard Properties in Los Angeles for the purpose of establishing rail transit services; and

1.3 WHEREAS, on February 21,1991, Commission Resolution G-91-2, established a "Hazardous Waste Identification and Clean-up Policy", and pursuant to its requirements, LACMTA, by a formal resolution of its Board, agreed to indemnify, defend and hold harmless the State, the California Department of Transportation and the Commission from clean-up liability or damage, both present and future; and LACMTA also agreed that no additional State funds will be requested for clean-up, damages, or liability associated with hazardous wastes on or below the acquired property; and

1.4 WHEREAS, LACMTA committed to provide any required local matching funds to fully fund the purchase of the Taylor Yard Properties to be used for the initiation of passenger rail service to benefit Los Angeles County and to dedicate the property in perpetuity for the provision of passenger rail service; and

1.5 WHEREAS, LACMTA has complied with bond funding requirements and rail service is now provided by the Southern California Regional Rail Authority (SCRRA or "Metrolink") on a portion of the Taylor Yard Properties connecting areas within Los Angeles County and expanding to other counties. Metrolink's rail service is supported by a maintenance facility located on another portion of the Taylor Yard Properties; and

1.6 WHEREAS, the purchase of the Taylor Yard Properties for $83,202,600 included the Cornfield (Chinatown) property for $17,153,928; the Union Station- Los Angeles River Bridge for $100,000; and 62.85 acres of Taylor Yard (comprised of Parcels A, B and C and 7 acres of Parcel D, as defined in FTA 75P830) for $65,948,672; and

1.7 WHEREAS, LACMTA notified the Commission of its intent to enter into long-term ground leases for the joint development of approximately 20.2 acres of the Taylor Yard Properties (about 32 percent of the 62.85 acres of Taylor Yard purchased under FTA 75P830); and

1.8 WHEREAS, LACMTA has requested Commission approval to retain the State's share of the ground lease revenues, to fund capital passenger rail service projects as well as operating and planning expenditures to provide passenger rail service in Los Angeles County; and

1.9 WHEREAS, LACMTA intends to use up to $800,000 from its share of the revenues from ground leases for the remediation of contamination on the 20.2-acre portion of the Taylor Yard Properties it intends to ground lease for joint development purposes.

2.1 NOW THEREFORE BE IT RESOLVED, that the California Transportation Commission hereby approves LACMTA's request to retain the State's share of revenues from the ground leases and dedicate the revenues to fund passenger rail capital projects in Los Angeles County; and

2.2 BE IT FURTHER RESOLVED, that LACMTA shall not use the State's share of the ground lease revenues for any operating and planning expenditures; and

2.3 BE IT FURTHER RESOLVED, that the Commission, as an investor in perpetuity in the Taylor Yard Properties, requires LACMTA to track the revenues from the long-term ground leases and expenditures under a separate account to: ensure eligible uses of such revenues to fund passenger rail capital projects in Los Angeles County; comply with anticipated state audits; prevent the State's share of such revenues from being used for hazardous waste clean-up costs, damages, or liability associated with contamination of the Taylor Yard Properties; and

2.4 BE IT FURTHER RESOLVED, that the Commission, in accordance with Resolution G-91-2 requires LACMTA to indemnify the State from hazardous waste clean-up liability or damages, both present and future; and no additional State funds will be requested for clean-up, damages, or liability associated with the Taylor Yard Properties; and

2.5 BE IT FURTHER RESOLVED, that LACMTA assures that passenger rail service will not be affected by the long-term ground leases on a portion of the property, and shall dedicate the remaining portion of the Taylor Yard Properties (not otherwise authorized by the CTC) in perpetuity for the provision of passenger rail service; and

2.6 BE IT FURTHER RESOLVED, that LACMTA accepts that all terms, conditions and provisions of Resolution PRB-91-4 and those in FTA 75P830 not amended by this action continue to apply to the revenues from the long-term ground leases of the Taylor Yard Properties; and

2.7 THEREFORE, BE IT THEN RESOLVED, that Resolution PRB-91-4 and FTA 75P830 are hereby amended, are incorporated into and made a part of this resolution; and thus, be it also resolved that Resolution G-11-12 is hereby adopted.

Metro

Los Angeles County
Metropolitan Transportation Authority

One Gateway Plaza
Los Angeles, CA 90012-2952

Arthur T. Leahy
Chief Executive Officer
213.922.6888 Tel
213.922.7447 Fax
metro.net

October 19, 2011

Bimla Rhinehart, Executive Director
California Transportation Commission
1120 N Street, Room 2221 (MS-52)
Sacramento, California 95814

NOTIFICATION OF JOINT DEVELOPMENT OF TAYLOR YARD AND REQUEST FOR APPROVAL OF RELATED ITEMS

Dear Ms. Rhinehart:

The Los Angeles County Metropolitan Transportation Authority (LACMTA) plans to develop approximately 20.2 acres of our Taylor Yard property that was purchased pursuant to Fund Transfer Agreement No. 75P830 (the "Agreement"). The Agreement provided State Proposition 108 funds to purchase right-of-way to initiate public passenger rail service. We are requesting your approval to: i) implement ground lease agreements, dedications and other agreements associated with the planned development of our Taylor Yard property; ii) use the revenues generated, including the State of California's 50 percent share, to fund transportation projects and programs in Los Angeles County that are eligible for funding as provided by Proposition 108, as well as for operating and planning expenditures to provide passenger rail service; and iii) use up to a maximum of $800,000 from our 50 percent share of the revenues to reimburse the developer for the remediation of certain contaminants now existing on the Taylor Yard property.

Your approval is needed to allow LACMTA to proceed with implementing the proposed development. Presently, pre-development activities are on hold for the proposed development project, pending state authorization to proceed. In addition, the developer desires to pursue other state funds that depend on this approval. As such, we would appreciate your prompt attention to this matter and timely issuance of an authorization-to-proceed that would allow LACMTA to move forward with the proposed joint development.

In support of our request for authorization to proceed, the following paragraphs include a brief description of the proposed joint development, as well as certifications regarding the use of the property, the use of revenues, and the monitoring of revenues and expenditures. Also included is a statement regarding our compliance with the general terms of the Agreement.

Description of Proposed Development

The proposed development will cover about 32 percent of the 62.85 acres of the Taylor Yard property (parcels A, B and C and 7 acres of parcel D) that we purchased at a cost of about $66 million under the Agreement. The total cost of the Taylor Yard Properties funded under the Agreement was about $83.2 million. The proposed development is predominantly residential, with a small retail component. It will be implemented through a Joint Development Agreement ("JDA") and multiple ground leases, along with other development-related documents (including dedications for public utility and street purposes) that are necessary or desirable for the development, construction and operation of the proposed project.

The enclosed "Attachment A" includes a map showing the total area of Taylor Yard (240.50 acres). The map highlights the portion of Taylor Yard (62.85 acres) that was purchased from the Southern Pacific Transportation Company in December 1990 and was partially funded with Proposition 108 funds under FTA 75P830. The map also identifies the 20.2 acres needed for the proposed development. The enclosed "Attachment B" includes a figure showing more details about the boundaries of the proposed development.

Certification of Use

The Agreement requires the use of the Taylor Yard property for initiating passenger rail service to benefit Los Angeles County. Rail service is now provided by the Southern California Regional Rail Authority ("SCRRA" or "Metrolink") connecting areas within Los Angeles County and expanding to other counties. Metrolink's rail service is supported by a maintenance facility that is located on our Taylor Yard property.

The Agreement also requires that LACMTA not sell or otherwise dispose of the Taylor Yard property for 20 years from the Agreement's effective date. We have complied with this requirement as we celebrate the 21st anniversary of the purchase of Taylor Yard property this year. Also, the proposed project does not endanger the performance of the passenger rail service that was made possible by our purchase of the property.

Certification Regarding Use of Revenues

The Agreement requires from LACMTA to share any profits resulting from the JDA, ground leases and dedications with the State of California. We plan to use the revenues generated by the proposed development (including the State's share) to fund Los Angeles County transportation projects and programs that are eligible for funding as provided by Proposition 108 (i.e., acquisition of rights of way, capital expenditures, and acquisitions of rolling stock for intercity rail, commuter rail, and rail transit programs). We also plan to use the revenues for operating and planning expenditures to provide passenger rail service.

Certification Regarding the Monitoring of Revenues and Expenditures

We will track the revenues that we receive from the proposed development and the expenditures thereof through the use of a separate account to ensure eligible uses and to comply with anticipated state audits.

Compliance with General Provisions of the Agreement

The proposed development does not violate or ignore any conditions of the Agreement. LACMTA is committed to continue dedicating the area of our Taylor Yard property that Metrolink currently uses to provide passenger rail service. We also will continue to conform to the environmental obligations established in the Agreement at our own cost and without any financial contribution or obligation by the State of California. Our request also complies with the funding and use restrictions that the Passenger Rail and Clean Air Bond Act of 1990 and the Internal Revenue Service have established.

We would appreciate your review and approval of our request, so that we may meet set deadlines. Should you or your staff have questions regarding this matter, please contact Mr. Ashad Hamideh at (213) 922-4299 or hamideha@metro.net.

Sincerely,

Arthur T. Leahy

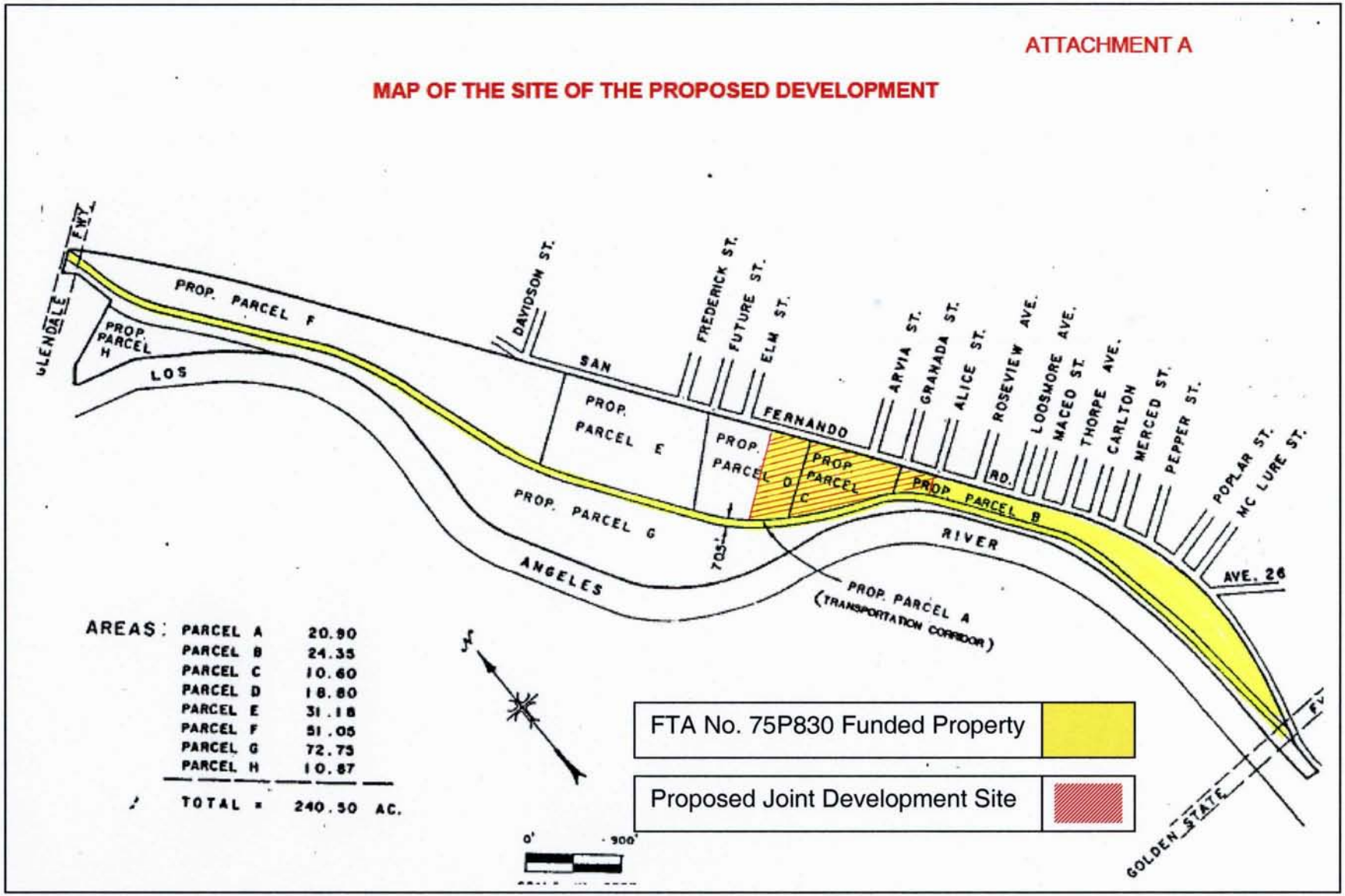
ARTHUR T. LEAHY
Chief Executive Officer

Enclosures

cc: Linda C. Wright

ATTACHMENT A

MAP OF THE SITE OF THE PROPOSED DEVELOPMENT



ATTACHMENT B

BOUNDARIES OF PROPOSED DEVELOPMENT

STATE OF CALIFORNIA - BUSINESS, TRANSPORTATION AND HOUSING AGENCY

PETE WILSON, *Governor*

DEPARTMENT OF TRANSPORTATION
1120 N STREET
O. BOX 942873
SACRAMENTO, CA 94273-0001
TDD# (916) 445-5945
(916) 445-3190

169449
MICROFILMED
COPY IN RMC

May 1, 1991

Mr. Neil Peterson
Executive Director
Los Angeles County Transportation
Commission
818 West Seventh Street, Suite 1100
Los Angeles, CA 90017

RE: Fund Transfer Agreement No. 75P830
(CTC Resolution Number PRB 91-4)

Dear Mr. Peterson:

Your Fund Transfer Agreement regarding the Taylor Yard Properties authorized by the California Transportation Commission Resolution No. PRB-91-4 is approved and executed by the State of California.

A fully executed original copy of the agreement is enclosed for your records.

Sincerely,

Dick Meadows

DICK MEADOWS
Departmental Contract Officer

Enclosure

STATE OF CALIFORNIA
PROPOSITION 108 (1990) - FUND TRANSFER AGREEMENT

COVERING ALLOCATIONS OF PASSENGER RAIL
& CLEAN AIR ACT BOND FUNDS

This Agreement entered into on January 23, 1991, is between Los Angeles County Transportation Commission, a public entity, hereinafter referred to as RECIPIENT, and

STATE OF CALIFORNIA, acting by and through its Business, Transportation and Housing Agency, Department of Transportation, hereinafter referred to as STATE.

1. RECIPIENT has applied to the STATE for funds to be allocated by the California Transportation Commission (CTC) for the purpose of purchase of Taylor Yard Properties, a public passenger rail project which will be dedicated to that described public use in perpetuity by RECIPIENT or its successors.

2. STATE has allocated funds for (one phase of) said project in Resolution PRP-91-4, and the Final Motion of the CTC incorporated therein, collectively referred to hereinafter as the Resolution, attached as part of the Standard Provisions of Grant and made a part of this Agreement. RECIPIENT shall be bound to the terms and conditions of the attached Resolution and all restrictions, rights, duties and obligations established therein shall insure to the benefit of the CTC and be subject to any necessary enforcement action by CTC.

3. STATE has prepared "Standard Provisions of Grant," attached and made a part of this Agreement, which, together with this document and all referenced attachments and addendums, sets forth the terms and conditions under which said funds are to be expended.

4. STATE and RECIPIENT have negotiated and RECIPIENT has submitted "Project Description", attached as part of the Standard Provisions of Grant and made a part of this Agreement, which describes the entire project to be constructed or acquired by RECIPIENT.

5. STATE and RECIPIENT have negotiated and RECIPIENT has submitted "Scope of Work," attached as part of the Standard Provisions of Grant and made a part of this Agreement, which sets forth the tasks and the estimated amounts of progress payments to be made from funds payable under this Agreement. State funding limits and drawdown schedule established in each original or amended "Scope of Work" shall not be exceeded or modified without a subsequent amendment and encumbrance.

6. The STATE fund certification and approval of the Scope of Work document is attached as part of the Standard Provisions of Grant and made a part of this Agreement.

7. Funding available to RECIPIENT under this Agreement will terminate on September 27, 1991, unless earlier terminated upon written notice from STATE to RECIPIENT. Funds will be expended by RECIPIENT for right-of-way purchase no later than September 27, 1991, (and for construction project work no later than February 17, 1993). Failure of RECIPIENT to expend these funds within the time established herein shall obligate recipient for all applicable arbitrage interest, penalties and damage to holders of the Passenger Rail and Clean Air Act Bonds

8. This Agreement may be modified, altered, or revised with the written consent of RECIPIENT and STATE.

9. The RECIPIENT shall not award a contract over $10,000 on the basis of a noncompetitive negotiation for work under this Agreement without the prior written approval of the STATE.

10. RECIPIENT shall conform to the environmental obligations established in the attached CTC Resolution G-91-2 at the sole cost of RECIPIENT and without further financial contribution or obligation of STATE.

IN WITNESS WHEREOF, the parties have executed this Agreement by their duly authorized officers.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

BY Dick Meadows
DICK MEADOWS
Departmental Contract Officer

LOS ANGELES COUNTY
TRANSPORTATION COMMISSION

BY

PASSED BY

FEB 21 1991

CALIFORNIA TRANSPORTATION COMMISSION

CALIFORNIA TRANSPORTATION COMMISSION
RESOLUTION G-91-2
Commission Policy Resolution for Hazardous Waste Identification and Cleanup for Rail Right-of-Way

WHEREAS, the Commission has programmed funding for rail right-of-way acquisition in the 1990 State Transportation Improvement Program and may allocate funds for rail right-of-way acquisition from the Clean Air and Transportation Improvement Act; and

WHEREAS, hazardous wastes, based upon federal and state statutes and regulations, include but are not limited to such categories as heavy metals, (e.g., lead), inorganic (e.g., excessive mineral levels) and organic compounds (e.g., petroleum products), and can occur on a property's surface and subsurface; and

WHEREAS, rail properties often have hazardous wastes exceeding State of California and federal hazardous waste standards; and

WHEREAS, such properties contaminated with hazardous wastes require mitigation prior to using them for rail purposes; and

WHEREAS, hazardous wastes discovered on rail property may significantly impact property value, project scheduling and future liability for the grant applicant; and

WHEREAS, the Commission must be assured that acquisition of rail properties have been fully reviewed by the grant applicant, and if warranted, the grant applicant has tested for hazardous wastes; and

WHEREAS, if hazardous wastes exist, the Commission must be assured that the hazardous wastes identified has either been cleaned up, or financial responsibility for the cleanup has been determined prior to title transfer to the grant applicant, or easement has been secured in lieu of purchasing the property, and the subsurface rights and liability for hazardous wastes remain with the property seller; and

WHEREAS, hazardous wastes identified subsequent to title transfer to the grant applicant will be cleaned up by the seller or a mechanism to recover cleanup costs is established and executed as a condition prior to title transfer; and

WHEREAS, full due diligence is necessary in discovering hazardous waste and is an essential element in acquiring rail right-of-way properties by the grant applicant; and

NOW THEREFORE BE IT RESOLVED, that acquisition of all rail right-of-way properties will be fully investigated by the grant applicant to determine the absence/presence of hazardous wastes. Investigations shall be conducted in accordance to the standards and practices of the local, state and/or federal regulatory agencies having jurisdiction and by personnel adequately trained in hazardous waste investigation; and

BE IT FURTHER RESOLVED, that all properties, discovered with hazardous wastes which exceed the federal/state standards, will be cleaned up to the satisfaction of the responsible local, state and/or federal regulatory agency. The appropriate regulatory agency shall certify to grant applicant that the cleanup has been completed; and

BE IT FURTHER RESOLVED, that the grant applicant will certify by formal resolution to the Commission that all reasonable steps have been completed to assure full due diligence in the discovery of hazardous waste has been achieved during the acquisition of rail right-of-way and the state is held harmless from cleanup liability or damages, both present and future; and

BE IT FURTHER RESOLVED, that the grant applicant will certify by formal resolution that it will not seek further state funding, for cleanup, damages, or liability cost associated with hazardous wastes on or below acquired property's surface; and

BE IT FURTHER RESOLVED, that the grant applicant will certify to the Commission:

- that all rail right-of-way acquisition properties have been investigated and have been found clean;
- or that the cleanup of discovered hazardous waste has been completed prior to acquisition of the property;
- or that the grant applicant has obtained permanent easement and the subsurface rights and liability and full responsibility to pay for and remove such hazardous waste remains with the seller in conformance with applicable State and Federal law;
- or if hazardous wastes are known to exist prior to acquisition and if the applicant determines that time is of the essence for acquisition, then and in that event, an enforceable agreement will be entered into requiring the responsible party(ies) to clean all hazardous wastes by a date certain, with the option of funds sufficient for the clean-up costs deposited in escrow by the seller.

In the event of failure to clean up by the date determined, the recipient of the grant will make full restitution to the State for its participation. This resolve does not preclude the recipient from requesting re-allocation not to exceed the refunded amount after the hazardous waste(s) have been fully removed from the subject site; and

BE IT FURTHER RESOLVED, that the grant applicant will certify to the Commission that the seller from whom properties have been acquired retain liability for any hazardous waste investigation and/or cleanup, and damages discovered subsequent to the transfer of title; and

BE IT FURTHER RESOLVED, the Commission declares all future liability resulting from hazardous wastes remain with the seller or the grant applicant, not the state, and the grant applicant has been indemnified by the seller for any costs resulting from failure to eliminate hazardous wastes; and

BE IT FURTHER RESOLVED, no state funds will be made available for any future costs associated with cleanup, damages, or liability costs associated with hazardous wastes on or below the acquired property's surface.

STATE OF CALIFORNIA
PROPOSITION 108 (1990) STANDARD PROVISIONS OF GRANT

COVERING ALLOCATIONS OF PASSENGER RAIL
AND CLEAN AIR ACT BONDS

The recipient of Passenger Rail Bond Funds, referred to herein as the RECIPIENT, has agreed to accept the provisions contained herein as a condition of its acceptance of a grant from these sources. The State of California, acting through the Department of Transportation, referred to herein as STATE, shall have the administrative responsibilities described in these provisions.

I. RECITALS

1. The RECIPIENT proposes to implement a project described in the attached Project Description. The Project Description has been prepared by the RECIPIENT and approved by the STATE. The Project property acquired or constructed with these funds will be dedicated in perpetuity to that public purpose.

2. The RECIPIENT has received an allocation of State bond funds to complete all or a portion of the project, as set forth in the attached allocation resolution, and in accordance with applicable provisions of the Public Utilities Code or the Streets and Highways Code.

3. The RECIPIENT has submitted a Scope of Work document to STATE, describing tasks to be accomplished with its fund allocation, and the document has been approved by STATE.

4. The grant administrators for the parties shall be: for STATE, the District Director of Transportation for the District in which the project is located, and for the RECIPIENT, its General Manager or designee.

II. SCOPE OF WORK

1. The RECIPIENT shall be responsible for performance of the work described in the approved Scope of Work document for the particular phase of the project corresponding to its

allocation of State bond funds. The work description contained in the document is referred to herein as "the Project Phase". RECIPIENT acknowledges and agrees that RECIPIENT is the sole control and manager of the proposed project and its subsequent employment for the benefit of the public. RECIPIENT shall be solely responsible for complying with the funding and use restrictions established by the Passenger Rail and Clean Air Bond Act, the CTC, the State Treasury, the Internal Revenue Service, and the terms of this FTA. RECIPIENT shall indemnify, defend, and hold harmless the STATE, the CTC and the State Treasury relative to any misuse of Bond Act funds, Project property, project generated income or other fiscal acts or omissions of RECIPIENT.

2. A Schedule of Tasks and Estimated Progress Payments shall be included in the Scope of Work document. STATE need not reimburse the RECIPIENT in a cumulative amount greater than the cumulative amount shown in the Schedule for any time period or earlier than as authorized in the drawdown schedule of payments.

III. PAYMENT

1. Funds allocated for use on the Project Phase shall be payable to the RECIPIENT only after completion of identified segments of work.

2. The RECIPIENT agrees to contribute at least the statutorily required amount of the cost of the Project Phase, or the amount specified in the allocation, whichever is greater, from funds available to it. RECIPIENT shall contribute its required amount of the cost of the Project Phase in accordance with a schedule of payment prepared by RECIPIENT and attached to the Scope of Work document.

3. RECIPIENT will prepare and submit in triplicate to STATE, Progress Payment Voucher consistent with the Scope of Work document, in the format that is attached to the Standard Provisions of Grant. The voucher will be accompanied by a report describing the overall work status and progress on tasks by December 27, 1991.

4. Delivery by the STATE of these bond funds is contingent upon and subject to the sale of bonds.

5. Notwithstanding the attached allocating CTC resolution, STATE reserves the right to reduce the amount of these funds being made available to the Project upon written notice to RECIPIENT. Any such reduction shall be affected by delivery to RECIPIENT of a letter indicating the amount of the reduction which shall become effective not less than 30 days after receipt.

6. STATE reserves the right to terminate its share of funding for the Project Phase upon written notice to the RECIPIENT in the event that the RECIPIENT fails to proceed with the work in accordance with the Scope of Work document or bonding requirements, or otherwise violates the conditions of these Provisions or the allocation such that substantial performance of the Project Phase is significantly endangered. In the event of such termination, the RECIPIENT shall be reimbursed the STATE's share of allowable project costs incurred prior to the date of termination. Any such termination shall be effected by delivery to the RECIPIENT of a Notice of Termination which shall become effective not less than 30 days after receipt specifying the reason for the termination, the extent to which performance of work under these provisions is terminated, and the date upon which such termination becomes effective. During the period before the effective termination date, RECIPIENT and STATE shall meet to attempt to resolve the dispute without proceeding to termination of the Agreement.

IV. REPORTS AND RECORDS

1. In carrying out work on the Project Phase, RECIPIENT may enter into contracts with other public agencies or private firms, for the procurement of project equipment, materials or other services in accordance with Federal and State third-party agreement provisions.

2. RECIPIENT and its contractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred costs by project line item and project phase. RECIPIENT and contractor accounting systems shall conform to generally accepted accounting principles (GAAP), and enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment requests. All accounting records and other supporting papers of RECIPIENT and its contractors connected with the performance of the project or contract shall be maintained for a minimum of three years from the date of

final payment under these provisions and shall be held open to inspection and audit by representatives of STATE and the Auditor General of the State of California. In conducting an audit of the costs claimed under these provisions, STATE will rely to the maximum extent possible on any audit arranged by RECIPIENT pursuant to the provisions of the federal and state laws. In the absence of such an audit, any audit work performed by RECIPIENTS' external and internal auditors and/or the Federal Government auditors will be relied upon and used when planning and conducting additional audits.

3. RECIPIENT and its contractors agree that the contract cost principles, 48 CFR, Federal Acquisition Regulation System, Chapter 1, Part 31, shall be used to determine the allowability of individual items of cost.

   RECIPIENT and its contractors also agree to comply with Federal procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants-in-Aid to State and Local Governments.

4. RECIPIENT and RECIPIENT'S subcontractors shall maintain all books, documents, papers, accounting records, and other evidence pertaining to the performance of the contract, but not limited to, the costs of administering the contract. All parties shall make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract. STATE, the State Auditor General, FHWA or any duly authorized representative of the Federal government shall have acces to any books, records, and documents of RECIPIENT and all contractors and subcontractors that are pertinent to the contract for audits, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested.

5. RECIPIENT will insert clauses to the effect of paragraphs 2 and 3 above in all its contracts funded by STATE under these Provisions.

6. (a) The RECIPIENT and the STATE agree to conduct, on a quarterly basis, on-site reviews of all aspects of the progress of the project.

   (b) The RECIPIENT agrees, in each quarterly progress review, to inform the STATE regarding (1) whether the Project is proceeding on schedule and within budget, (2) any requested changes to the Project Management Plan, (3) major

construction accomplishments during the quarter, (4) any problems or anticipated problems which could lead to delays in schedule, increased costs, or other difficulties, (5) the status of the Project Budget and, (6) the status of critical elements of the Project.

(c) The quarterly reviews will include consideration of whether activities are within the scope of the Project and in compliance with STATE laws, regulations, administrative requirements, and implementation of the Project as STATE considers appropriate.

(d) If at any time during the performance of the Project, RECIPIENT and STATE determine that the Project budget may be exceeded, RECIPIENT shall take the following steps:

(1) Notify the designated STATE representative of the nature and projected extent of the overrun, and within a reasonable period thereafter, identify and quantify potential cost savings or other measures which will bring the budget into balance, and

(2) Schedule the projected overrun for discussion at the next subsequent Quarterly Review meeting.

V. GENERAL PROVISIONS

1. Discrimination: In the performance of work under these provisions, RECIPIENT and its contractor(s) will not discriminate against any employee or applicant for employment because of race (1), color (1), religion (1), ancestry (1), sex (1), age (1), national origin (1), or physical handicap (1). Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. RECIPIENT and its contractor(s) shall post in conspicuous places, available to employees and applicants for employment, notice to be provided by STATE setting forth the provisions of this Fair Employment Practices Section.

---

1 See Government Code 12940 et seq for further details.

2. Employment Practices: RECIPIENT and its contractor(s) will permit access to his/her records of employment, employment advertisements, application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by the awarding authority, for the purpose of investigation to ascertain compliance with this Fair Employment Practices Section.

3. RECIPIENT will strive to meet its commitments and goals with regard to the maximum utilization of Minority Business Enterprise/Women Business Enterprise (MBE/WBE) in connection with performance of the Project Phase for which this allocation is made and will use its best efforts to ensure that MBE/WBE shall have the maximum practicable opportunity to compete for work under these Provisions.

4. Hold Harmless: Neither STATE nor any officer or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by RECIPIENT, its agents and contractors, under, or in connection with any work, authority, or jurisdiction delegated to RECIPIENT under this Agreement or as respects environmental clean up obligations or duties of RECIPIENT relative to the Project properties. It is also understood and agreed that, pursuant to Government Code Section 895.4, RECIPIENT shall fully indemnify and hold STATE harmless from any liability imposed for injury (as defined by Government Code Section 810.8) or environmental obligations or duties occurring by reason of anything done or imposed by operation of law or assumed by, or omitted to be done by RECIPIENT under or in connection with any work, authority, or jurisdiction delegated to RECIPIENT under this Agreement.

5. State Ownership, Operation or Interests: RECIPIENT is obligated in perpetuity to continue operation of the Project dedicated to the public passenger rail transportation purposes for which the Project was initially approved and constructed. The facilities constructed or reconstructed on the Project site shall remain dedicated to the public transit users in the same proportion and scope as described in this Agreement.

6. STATE, or any assignee public body shall be entitled to a refund or credit at STATE option, equivalent to the proportionate funding participation by STATE and other public

funds toward the project acquisition or construction in the event that RECIPIENT ceases to utilize the Project for the intended public passenger rail purposes or sells or transfers title to the Project. STATE shall also be granted an acquisition credit for future purchases or condemnation of all or portions of the Project by STATE. The refund or credit due STATE in each instance will be measured by the ratio of STATE and other public funding to that provided by RECIPIENT and that ratio applied to the then fair market value of the Project property.

7. In accordance with the attached Resolution of the CTC, RECIPIENT shall deliver to STATE a share in the profits received from the sales, rentals, or other use of the properties which generate a revenue stream from other than the basic rail transit services. Examples of this include but are not limited to sale of acquired properties for non-transportation purposes, fiber optic technology, rental properties, rental of or lease agreement for air space or underground use.

8. These Standard Provisions of Grant, the CTC Resolutions, the Project Description and the Scope of Work document approved by STATE constitute the entire terms of the grant between the parties for the work to be performed pursuant to this grant. The Project Description and/or the Scope of Work document may be modified, altered or revised with the written consent of RECIPIENT and STATE.

9. Additional funding for subsequent phases of the project may be granted through amendments to this Agreement by attachment of a new allocation resolution, and submission by RECIPIENT of a revised Scope of Work document. When necessary, the Project Description shall also be revised with the amendment.

ATTACHMENT I

Name of Recipient: Los Angeles Co. Transportation Commission
Name of Project: Purchase of Taylor Yard Properties
Resolution No.: PRB-91-4
Date of Resolution: 2-21-91
Amount of Allocation: $41,600,000.00
Fund Source: Passenger Rail & Clean Air Bonds
Expiration Date of Funds: 9-27-91

SCOPE OF WORK
SCHEDULE OF TASKS AND ESTIMATED PROGRESS PAYMENTS

($000)

QUARTER	TASKS**	ESTIMATED FUNDS NEEDED EACH QUARTER			
		Current State Allocation	Other State Allocation	Federal	Local
first fiscal year*: 1991					
July-Sept.		$	$	$	
Oct.-Dec.	Purchase Taylor Yard Properties including Taylor Yard, Cornfield (Chinatown), Union Station (LAUPT), and Los Angeles River Bridge parcels.	41,600	- 0 -	- 0 -	41,603
Jan.-March					
April-June					
second fiscal year:					
July-Sept.					
Oct.-Dec.					
Jan.-March					
April-June					
...continue for succeeding fiscal years, if necessary.	Total	$41,600	- 0 -	- 0 -	$41,603

*Commencing with the fiscal year during which the current state allocation was made.
**Indicate by an asterisk tasks completed in the quarter.

AGREEMENT NO. 75P830
ATTACHMENT I

PROJECT DESCRIPTION

The Southern Pacific Rail Right-of-Way Acquisition Project involves the purchase of railroad property by the Los Angeles County Transportation Commission (LACTC) from the Southern Pacific Transportation Company (SPTC). The LACTC plans to use the property to initiate both commuter rail and light rail services to benefit Los Angeles County by the year 2000. Both the LACTC and the SPTC entered into an agreement dated October 11, 1990 for $450.0 million for the sale and purchase of such property.

Scope of Work for Fund Transfer Agreement

The Scope of Work for this Fund Transfer Agreement between the LACTC and the State of California focuses on the first set of parcels on which the LACTC closed escrow with the SPTC on December 21, 1990 for a total of $83,202,600.00. The LACTC closed escrow on the following parcels for the amounts shown:

- **Taylor Yard - $65,948,672.00**

  Includes the portion of SPTC's Taylor Yard identified in Exhibit A - Schedule 6 (see copy attached) as Parcels A, B, and C and a portion of Parcel D, seven acres in area, and as described and agreed to by the LACTC and the SPTC in the conveyance for the property.

- **Cornfield (Chinatown) - $17,153,928.00**

  Includes property purchased in fee and identified as Lot 1, Tract No. 19617, as shown on the survey dated September 29, 1988, prepared by H.M. Scott and Associates, Inc. (the "Cornfield Survey"), of the SPTC's Cornfield site. Also includes a 35-foot easement in approximately the location delineated in Schedule 3, burdening a portion of Lot A, Freight Depot Tract M.R. 72-75 (as shown on the Cornfield Survey), such easement in a form agreed to in the conveyance between the LACTC and the SPTC. (See copy of Exhibit A - Schedule 3 attached.)

- **Union Station (LAUPT) & L.A. River Bridge - $100,000.00**

  Includes all of the SPTC's undivided 44 percent interest in grounds adjoining the railroad station and passenger terminal known as the Los Angeles Union Passenger Terminal (LAUPT) located on Alameda Street in the City of Los Angeles, California. Also includes the SPTC's rights to use the bridge owned by the Union Pacific Railroad Company over the Los Angeles River leading into Union Station. (See copy of schematic labelled "Figure 5" attached.)

Certification of Use

By letter dated February 6, 1991 the LACTC has certified that it will use the property acquired from the SPTC on December 21, 1990 and described herein for transportation service. The LACTC also has certified that such property will not be sold or otherwise disposed of for twenty (20) years.

Certification Regarding Funds Used for Acquiring Property

By separate letter dated February 6, 1991 the LACTC has certified that it has paid for property acquired from the SPTC on December 21, 1990 and described herein with its Proposition A funds (local half-cent sales tax for transit development). The LACTC paid for all property with Proposition A funds and none of the payment came from bond proceeds. Under this Fund Transfer Agreement the State of California will reimburse $41,600,000.00 to the LACTC for the state share in property acquired from the SPTC on December 21, 1990 and described herein.

Certification Regarding Revenue-Generating Easements

By letter dated March 20, 1991 the LACTC has certified that easements granted on the property acquired from the SPTC on December 21, 1990 and described herein include no revenue-generating easements. The only easements granted by the LACTC are a reciprocal road easement for joint access into Taylor Yard. The Taylor Yard main line tracks will continue to be used until the SPTC relocates them within one year of the certification.

EXHIBIT A
Schedule 3

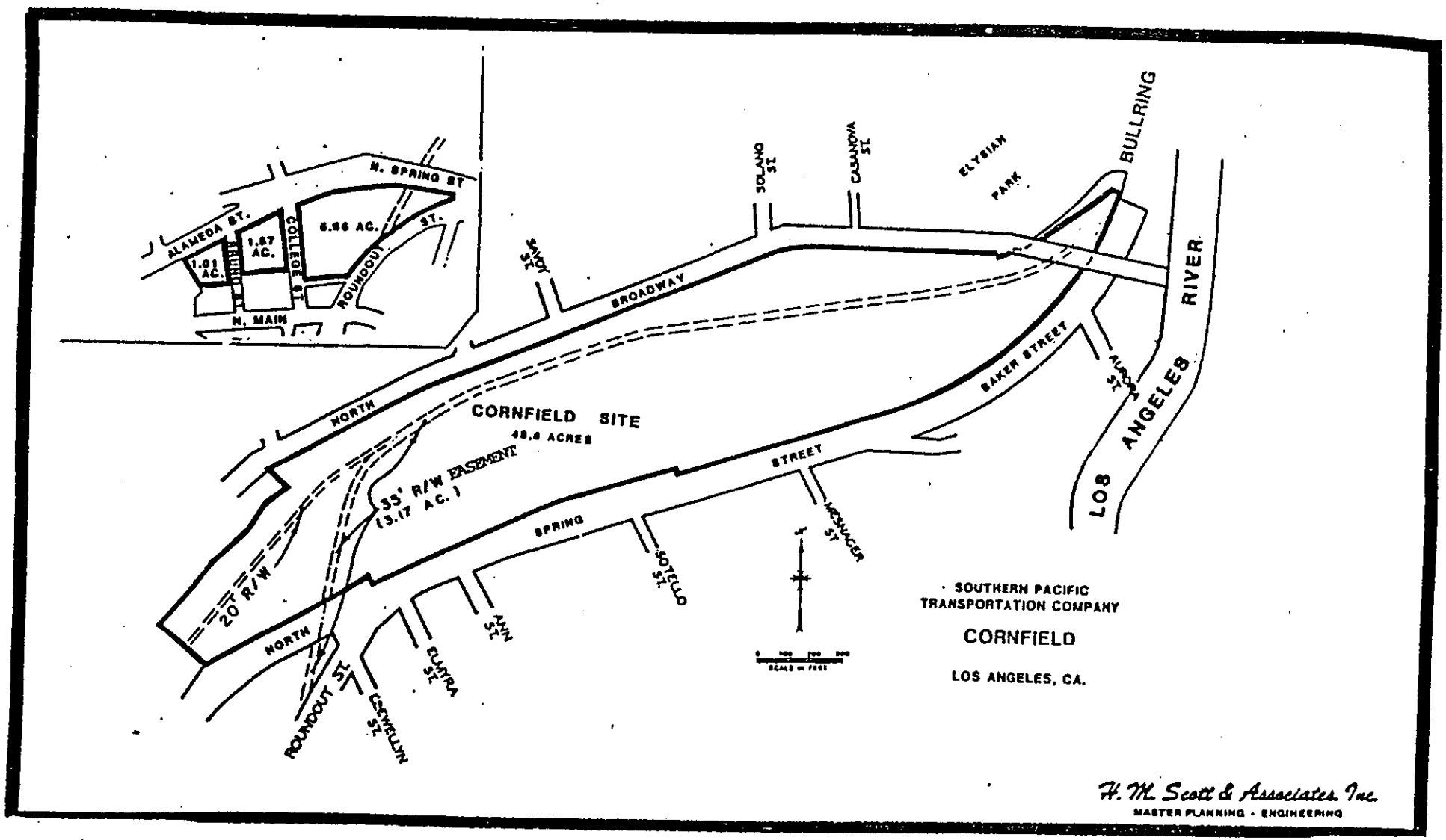
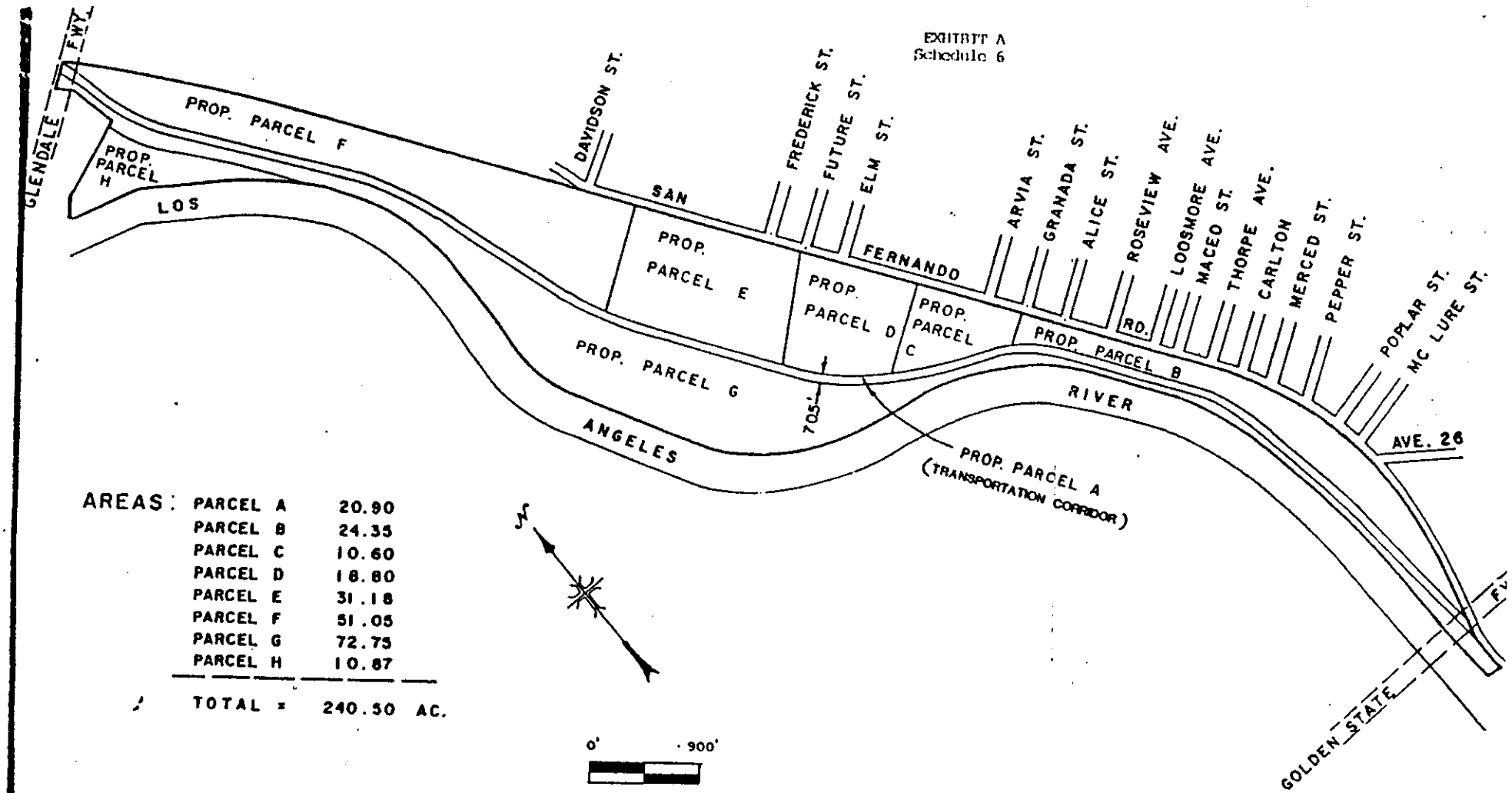


EXHIBIT A
Schedule 6



AREAS:		
	PARCEL A	20.90
	PARCEL B	24.35
	PARCEL C	10.60
	PARCEL D	18.80
	PARCEL E	31.18
	PARCEL F	51.05
	PARCEL G	72.75
	PARCEL H	10.87
	TOTAL =	240.50 AC.

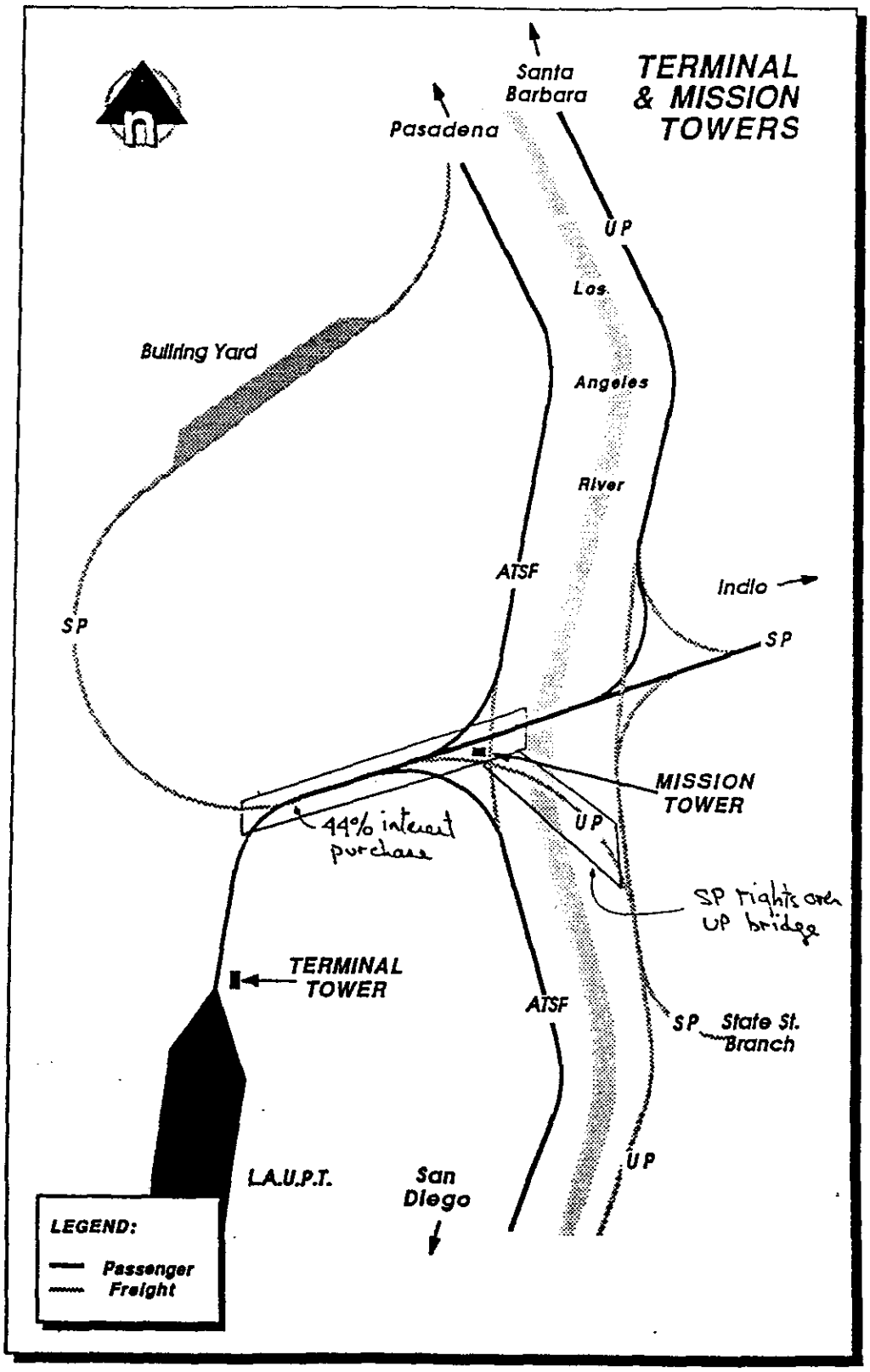
SOUTHERN PACIFIC TRANSPORTATION CO.

TAYLOR YARD

CITY OF LOS ANGELES

H. M. Scott & Associates, Inc.
MASTER PLANNING · ENGINEERING

Figure 5


TERMINAL & MISSION TOWERS
Santa Barbara
Pasadena
UP
Los
Angeles
River
Bulring Yard
ATSF
Indio
SP
SP
MISSION TOWER
44% interest purchase
UP
SP rights over UP bridge
TERMINAL TOWER
ATSF
SP State St. Branch
UP
L.A.U.P.T.
San Diego
LEGEND:
Passenger
Freight

Agreement No. 75P830
Attachment III

Name of Recipient: LA Co. Trans. Comm.
Name of Project: Purchase of Taylor Yard Properties
Resolution Number: PRB-91-4
Date of Resolution: 2-21-91
Amount of Allocation: $41,600,000.00
Fund Source: Passenger Rail & Clean Air Bonds
Expiration Date of Funds: 9-27-91

SCOPE OF WORK APPROVAL:

The Department of Transportation hereby certifies that the attached "Scope of Work" document has been submitted by the recipient named above and that its description of tasks to be accomplished with the allocated funds is complete and in conformance with the allocating resolution specified above.

Cindy McKim
Chief, Division of Rail

4/30/91
Date

SOURCE		CHARGE		EXP AUTH / SPECIAL DESIGNATION			OBJECT	AMOUNT	DR/CR	FISCAL YEAR	ENCUMBRANCE DOCUMENT NUMBER
DIST	UNIT	DIST	UNIT	GEN LED FUND-ACCT / WORK ORDER NO	ISUD JOB NO / LOCATION	PROJECT NO / PHASE NO					
97	8140	97	TT	9991018	3901013	1 1 17	0779	41,600,000.00		91	S1C175TA83K

I hereby certify upon my own personal knowledge that budgeted funds are available for the period and purpose of the expenditure stated above.

SIGNATURE OF ACCOUNTING OFFICER: Marilyn Mack

DATE: 4/30/91

ITEM	CHAPTER	STATUTES	FISCAL YEAR
2660	467	90	90/91

Agreement No.75P8
Attachment IV

PASSED BY
FEB 21 1991
CALIFORNIA
TRANSPORTATION COMMISSIO

PASSENGER RAIL AND CLEAN AIR BOND ACT OF 0

RESOLUTION PRB-91-4

WHEREAS, the California Transportation Commission approved the 1990 STIP, which included a $330 million reserve for the acquisition of properties in Southern California; and

WHEREAS, the Commission, at the January 23, 1991, meeting, provided notice of the Commissions intent to amend the STIP to include a specific project to be funded from this reserve; and

WHEREAS, the CTC has adopted a policy to encourage the timely expenditure of funds (G-88-6); and

WHEREAS, the State Treasurer's Office must first provide Bond sales revenues to finance this project,

NOW THEREFORE, BE IT RESOLVED that the California Transportation Commission hereby authorizes the Department of Transportation to allocate Passenger Rail and Clean Air Bond funds for the eligible project on the attached sheet at such time as Bond funds are made available by the State Treasurer's Office and subject to the following:

1. The State amount allocated is limited to the participation in those project properties for which LACTC has closed escrow with Southern Pacific Transportation Company as of the Commission"s January 23, 1991 meeting;

2. The State amount is to used on parcels that will lead to rail transit services by the year 2000 and to be implemented in a timely fashion;

3. The allocation of State funds for the acquisitions is not to be construed as an endorsement of the assumptions for the appropriate rail technology that should be used.

NOW, THEREFORE, BE IT FURTHER RESOLVED, the attached final motion approved by the commission regarding LACTC rail right-of-way acquisition at its January 23, 1991, meeting is incorporated by reference.

* * * *

TABLE 1
DEPARTMENT OF TRANSPORTATION
PASSENGER RAIL AND CLEAN AIR BOND FUNDS

Project No.	County District	Recipient	Project Description	State Funds Federal Funds Local Amount	Budget Act	Environmental Status
PRB 91-4	LA-07	Los Angeles County Transportation Commission	Acquisition of specified LACTC escrow closed right of way as of January 23, 1991, Commission meeting.	$41,600,000 $ 0 $41,600,000	1990	N/A
			Total State Funds	$41,600,000		

FINAL MOTION BY COMMISSION REGARDING
LACTC RAIL RIGHT-OF-WAY ACQUISITION

January 23, 1991

Authorize the allocation of $43.8 million in Proposition 108 funds to Los Angeles County Transportation Commission (LACTC) toward the acquisition of Taylor Yard property that is said by LACTC to be serviceable prior to the year 2000, with the State's share to be matched dollar-for-dollar with local funds. The amount to be allocated is limited to participating in those properties for which LACTC has closed escrow with Southern Pacific Co. as of the Commission's January 23, 1991 meeting.

The allocation of Proposition 108 bond funds for the LACTC Rail Right-of-Way acquisition is contingent upon the availability of bond funds.

The use of state funds must be for properties which will result in rail transit services by the year 2000. State funding shall be used on parcels, easements and non-operating properties that will lead to rail transit services by 2000 and can be implemented in a timely fashion.

As an investor in the LACTC-SP agreement, the Commission shall be an investor in perpetuity and shall share in the profits received from the sales, rentals, or other use of the properties which generate a revenue stream from other than the basic rail transit services. Examples of this include but are not limited to sale of acquired properties for non-transportation purposes, fiber optic technology, rental properties, rental of or lease agreement for air space or underground use.

The state allocation of proposition 108 bond funds for rail right-of-way acquisition shall not be construed to be an endorsement of the assumptions for the appropriate rail technology that should be used.

The number of corridors proposed for acquisition by LACTC and the other agencies include a number of corridors that will not provide rail transit service until after 2000 and will not be funded by the Commission with state funds.

Proportionate allocation of funds - If bond issues are not sold as anticipated, the amount available to each grant applicant will be reduced proportionately.

Defer action on the remainder of the amount requested until the Commission's February 20, 1991 meeting. Direct Commission staff to conduct a workshop the week of February 11 with all transit operators seeking allocation and expenditure of Proposition 108 and 116 bond revenues through FY 1991-92 to compile their individual expenditure plans; examine the relative priority of expenditures during that period against bond proceeds anticipated to be available during that period; also the relative priority of proposed expenditures from Proposition 108 compared with expenditures programmed against the 1992 and 1994 bond measures.

Agreement No.
Attachment V

BEFORE THE LOS ANGELES COUNTY
TRANSPORTATION COMMISSION

Resolution No. 63A

On the motion of Mrs. Bacharach
Duly seconded by Mr. Patsaouras
the following resolution is
adopted.

REVISED RESOLUTION AUTHORIZING EXECUTIVE DIRECTOR TO EXECUTE STATE FUNDING AGREEMENTS FOR SOUTHERN PACIFIC RAIL RIGHT-OF-WAY ACQUISITION PROJECT & COMMITTING TO ACTIONS RELATED TO HAZARDOUS WASTES ON THE STATE-FUNDED PROJECT

WHEREAS, the Los Angeles County Transportation Commission ("LACTC") has entered into a purchase and sale agreement dated October 11, 1990 with the Southern Pacific Transportation Company to acquire property for the LACTC's Southern Pacific Rail Right-of-Way Acquisition Project ("the Project"); and

WHEREAS, the LACTC has approved a $450.0 million financing plan that includes $217.5 million of state financial assistance and $232.5 million of local funds for the Project; and

WHEREAS, the LACTC has applied to the California Transportation Commission ("CTC") for state funds to assist in financing the Project; and

WHEREAS, by way of Resolution No. PRB-91-4 dated February 21, 1991 the CTC took final action on a January 23, 1991 motion to allocate $41.6 million of Proposition 108 State Rail Bond Funds for the Project; and

WHEREAS, CTC Resolution No. PRB-91-4 dated February 21, 1991 also incorporates a January 23, 1991 motion that includes a provision regarding the CTC's investment policy towards the Project. For the Taylor Yard Properties only (including Taylor Yard, Cornfield [Chinatown], Union Station [LAUPT], and Los Angeles River Bridge parcels), the LACTC will comply with the CTC's investment policy. The LACTC reserves the right to negotiate a different investment policy in future contract agreements for right-of-way; and

WHEREAS, the LACTC will continue to seek the balance of state funding needed from the CTC for the Project as outlined in the LACTC's $450.0 million financial plan; and

WHEREAS, to invoice against state funds allocated by the CTC for the Project, the LACTC is required to execute agreements with Caltrans; and

WHEREAS, the CTC has adopted Resolution No. G-91-2 dated February 21, 1991 as a policy for Hazardous Waste Identification and Clean-Up for Rail Right-of-Way; and

WHEREAS, by Resolution No. G-91-2 dated February 21, 1991 the CTC requires that the LACTC certify that all reasonable steps will have been completed to assure full due diligence in the discovery of hazardous waste is achieved during the Project and that the State of California is held harmless from clean-up liability or damages, both present and future; and

WHEREAS, also by Resolution No. G-91-2 dated February 21, 1991 the CTC requires that the LACTC commit not to seek further state funding for clean-up, damages, or liability costs associated with hazardous wastes on or below the surface of property acquired for the Project.

NOW, THEREFORE, BE IT RESOLVED, by the Los Angeles County Transportation Commission:

(1) That the Executive Director is authorized to execute Fund Transfer Agreements, assurances, certifications, and all other necessary documents and contracts on behalf of the Commission with Caltrans to secure state financial assistance for the Project.

(2) That the Executive Director is authorized to furnish such additional information as may be required for receiving state financial assistance for the Project.

(3) That the Executive Director is authorized to certify to the California Transportation Commission on behalf of the Los Angeles County Transportation Commission that all reasonable steps will have been completed to assure that full due diligence in the discovery of hazardous waste has been achieved in acquiring Project property and that the State of California will be held harmless by the Los Angeles County Transportation Commission from clean-up liability or damages, both present and future on the state-funded Project.

BE IT FURTHER RESOLVED, that except for the Taylor Yard Properties for which the above authorizations are immediately effective, the authorizations given by the Los Angeles County Transportation Commission under this resolution are made subject

to a favorable agreement regarding the CTC's investment policy towards the Project with such favorable agreement indicating:

(1) That title to Project property shall be vested exclusively in the name of the Los Angeles County Transportation Commission.

(2) That the Los Angeles County Transportation Commission may act alone in making determinations with respect to the sale, lease, rental, or other investment use of Project property if revenues received from such investment use are used according to the following two requirements.

(3) That use of revenues received by the Los Angeles County Transportation Commission from the sale, lease, rental, or other investment use of Project property shall be limited to mass transportation purposes.

(4) That, in particular, the revenues which the Los Angeles County Transportation Commission receives from any sale, lease, rental, or other investment use of Project property not exclusively used for mass transportation purposes shall reflect a fair market return, giving consideration to the improvements, dedications, fees and other contributions others agree to make to the mass transportation system, including intermodal facilities and other public facilities. Such revenues also shall be deposited into a special fund to be kept separate and apart from other funds and used solely to pay or reimburse the Los Angeles County Transportation Commission for all costs it has incurred or will incur in connection with the development, operation and maintenance of Project property and the mass transportation system thereon. However, if and when such revenues exceed such costs and an adequate reserve for anticipated future costs computed on an annual basis, the State of California shall be entitled to such excess revenues in a prorata share equivalent to the State of California's participation in the Project property for such annual period, to be restricted for use by the California Transportation Commission for mass transportation projects funded in the State Transportation Improvement Program (STIP) or the Transit Capital Improvement (TCI) Program.

BE IT FURTHER RESOLVED, that the Los Angeles County Transportation Commission will not seek further state funding for clean-up, damages, or liability costs associated with hazardous wastes on or below the surface of property acquired with state funds as part of the Project.

C E R T I F I C A T I O N

The undersigned, duly qualified and the Executive Director of the Los Angeles County Transportation Commission, certifies that the foregoing is a true and correct copy of the Resolution adopted at a legally convened meeting of the Los Angeles County Transportation Commission held on April 24, 1991.

APPROVED: _____
NEIL PETERSON
Executive Director

4/25/91
DATE

ATTEST: Katherine Y. Torigoe
KATHERINE Y. TORIGOE
Executive Secretary

4/25/91
DATE

APPROVED AS TO FORM:

DE WITT W. CLINTON
County Counsel

_____
NINA W. PHILLIPS
Deputy County Counsel

RES3912

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.1c.(1b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **CMIA PROJECT AMENDMENT**
RESOLUTION CMIA-PA-1112-019

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the Corridor Mobility Improvement Account (CMIA) baseline agreement for the State Route 4 East Widening Corridor project in the Contra Costa County.

ISSUE:

The Department and the Contra Costa Transportation Authority (CCTA) propose to amend the CMIA baseline agreement for the State Route (SR) 4 East Widening Corridor Project to increase the project scope and update the funding plan.

BACKGROUND:

Since its adoption into the CMIA program in February 2007, the State Route 4 East Widening Corridor project was undergone a number of baseline amendments:

- At its February 2010 meeting, the Commission approved Resolution CMIA-PA-0910-019 which updated the project scope and project funding plan, and also split the overall project into three roadway contracts and one follow-up landscaping contract:
    - Segment 1 (PPNO 0192F): Widen SR 4 from Somersville Road to Contra Loma/L Street and reconstruct Somersville Road Interchange.
    - Segment 2 (PPNO 0192H): Widen SR 4 from Contra Loma Boulevard/L Street to Lone Tree Way/A Street, reconstruct Contra Loma Boulevard/L Street Interchange, and replace G Street Overcrossing.
    - Segment 3 (PPNO 0192I): Widen SR 4 from Lone Tree Way/A Street to SR 160 and partially reconstruct Lone Tree Way/A Street Interchange, replace Cavallo Road Undercrossing, and partially reconstruct Hillcrest Avenue Interchange.

- Segment 4 (PPNO 0192J): Construct follow-up landscaping on SR 4 from Somersville Road to SR 160 Interchange in Contra Costa County.

In June 2011 under Resolution CMIA-P-1011-07 baseline amendment, the project scope of Segment 3 was again revised and updated Segment 3 was further split into two contracts:

- Segment 3A (PPNO 0192I): Widen SR 4 from Lone Tree Way to Hillcrest Avenue. This project will widen SR 4 from four lanes to eight lanes, partially reconstruct the Lone Tree Way Interchange, and replace the Cavallo Undercrossing and the Roosevelt Pedestrian Undercrossing

- Segment 3B (PPNO 0192L): Widen SR 4 from Hillcrest Avenue to State Route 160. This project will widen SR 4 from four lanes to six lanes, construct an auxiliary lane between SR 160 and Hillcrest Avenue westbound off-ramp, and partially reconstruct the Hillcrest Avenue Interchange.

Adding SR 4 Bypass Freeway Conversion scope

At its June 2011 meeting, the Commission approved resolution CMIA-P-1011-07, which added SR 4 Freeway Conversion – Phase 1 and Phase 2 scope to the SR 4 East Widening Corridor project.

The SR 4 Bypass Freeway Conversion Project – Phase 1 and 2 (Laurel Road to Sand Creek Road, including Sand Creek Road Interchange) will convert a two-lane, two-way expressway to a 4-lane freeway from north of Laurel Road to south of San Jose Avenue and will construct an interchange at the intersection of the SR 4 Bypass and Sand Creek Road. The SR 4 Bypass will become the new alignment for SR 4 in eastern Contra Costa County.

Once completed, this new segment will improve mobility by removing a significant bottleneck on the SR 4 Bypass. In addition, the project will also improve safety by converting a 2-lane expressway to a 4-lane freeway and constructing an interchange at Sand Creek Road.

The revised funding plan for the corridor, shown on Page 4, now includes additional scope of the SR 4 Bypass Conversion. The funding plans for the individual contracts follow.

Project Delivery

The contract for Segment 2 (from Contra Loma Boulevard to Lone Tree way, PPNO 0192H) was awarded on October 11, 2011 with $8,529,000 in CMIA savings. There is a concurrent request to de-allocate these savings. Out of these savings, $8,000,000 is being proposed to be programmed to the SR 4 Bypass contract as part of this request.

The delivery schedule for Segment 5 – SR 4 Bypass project is tabulated on the following page.

Project Milestone			Proposed
Project Study Report Approved			Complete
Begin Environmental (PA&ED) Phase			Complete
Circulate Draft Environmental Document	Document Type	EIR	Complete
Draft Project Report			Complete
End Environmental Phase (PA&ED Milestone)			09/30/07
Begin Design (PS&E) Phase			09/30/07
End Design Phase (Ready to List for Advertisement Milestone)			08/05/11
Begin Right of Way Phase			09/30/07
End Right of Way Phase (Right of Way Certification Milestone)			08/05/11
Begin Construction Phase (Contract Award Milestone)			03/01/12
End Construction Phase (Construction Contract Acceptance Milestone)			02/01/14
Begin Closeout Phase			02/01/14
End Closeout Phase (Closeout Report)			02/01/15

There are no changes to the delivery schedule for the other contracts.

The Metropolitan Transportation Commission concurs with these changes.

RESOLUTION CMIA-PA-1112-019

Be it Resolved, that the California Transportation Commission does hereby amend the Corridor Mobility Improvement Account baseline for the State Route 4 East Widening Corridor project in Contra Costa County in accordance with the information described above and illustrated in the following tables.

REVISE: Overall Corridor Baseline: State Route 4 East Widening Corridor Project

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Contra Costa	4	Various	-	CO	2009-10 2010-11 2011-12	25.6	30.5	4

Implementing Agency: (by component)	**PA&ED**	CCTA	**PS&E**	CCTA	
	R/W	CCTA	**CON**	Department/CCTA	

RTPA/CTC:	Metropolitan Transportation Commission
Project Title:	State Route 4 East Widening Corridor
Location	In Antioch, on Route 4 East between Somersville and ~~Route 160~~ **Sand Creek Interchange**.
Description:	Widen from four to eight lanes (Somersville to Hillcrest) and and four to six lanes (Hillcrest to SR 160/SR 4 Bypass), **widen from two to four lanes from Laurel Road to Sand Creek Road and construct a new interchange at SR4 Bypass/Sand Creek intersection.**

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
State Bond - Corridor Mobility Improvement Account (CMIA)													
Existing	80,728	12,428	25,200	43,100					60,728				20,000
Change	25,000	0	0	25,000					25,000				0
Proposed	**105,728**	12,428	25,200	**68,100**					**85,728**				20,000
Regional Improvement Program (RIP)													
Existing	38,476	38,476						10,000	26,476				2,000
Change	0	0						0	0				0
Proposed	38,476	38,476						10,000	26,476				2,000
State Bond - State Local Pertnership Program (SLPP)													
Existing	14,996		9,984	5,012					14,996				
Change	4,669		0	4,669					4,669				
Proposed	**19,665**		9,984	**9,681**					**19,665**				
Federal Demonstration (Demo)													
Existing	1,600	1,600							1,600				
Change	0	0							0				
Proposed	1,600	1,600							1,600				
Local funds (CCTA)													
Existing	268,319	67,484	62,581	117,654		20,600		34,200	187,932	300	29,000		16,887
Change	3,493	8,162	0	(4,669)		0		2,057	(4,669)	0	6,105		0
Proposed	**271,812**	**75,646**	62,581	**112,985**		20,600		**36,257**	**183,263**	300	**35,105**		16,887
Local funds (BART)													
Existing	22,761	4,461	3,930	14,370					19,456		1,500		1,805
Change	0	0	0	0					0		0		0
Proposed	22,761	4,461	3,930	14,370					19,456		1,500		1,805
Total													
Existing	426,880	124,449	101,695	180,136		20,600		44,200	311,188	300	30,500		40,692
Change	33,162	8,162	0	25,000		0		2,057	25,000	0	6,105		0
Proposed	**460,042**	**132,611**	101,695	**205,136**		20,600		**46,257**	**336,188**	300	**36,605**		40,692

NOTE: The revised corridor funding plan above reflects additional CMIA and SLPP funding that has already been approved by the Commission.

PPNO 0192F: State Route 4 East Widening – Segment 1 (from Somersville to Contra Loma)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Contra Costa	4	0192F	2285C	CO	2009-10	25.6	R26.6	4

Implementing Agency: (by component)	**PA&ED**	CCTA	**PS&E**	CCTA	
	R/W	CCTA	**CON**	Department	

RTPA/CTC:	Metropolitan Transportation Commission
Project Title:	SR-4 E Widening between Somersville & SR-160 (#1)
Location	In Antioch, on Route 4 East between Somersville and Contra Loma Blvd.
Description:	Widen from four to eight lanes.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Regional Improvement Program (RIP)													
Existing	38,476	38,476						10,000	26,476				2,000
Change	0	0						0	0				0
Proposed	38,476	38,476						10,000	26,476				2,000
State Bond - Corridor Mobility Improvement Account (CMIA)													
Existing	12,428	12,428							8,528				3,900
Change	0	0							0				0
Proposed	12,428	12,428							8,528				3,900
Federal Demonstration (Funds)													
Existing	1,600	1,600							1,600				
Change	0	0							0				
Proposed	1,600	1,600							1,600				
Local Funds (CCTA)													
Existing	17,145	17,145						6,375	476	64	5,922		4,308
Change	0	0						0	0	0	0		0
Proposed	17,145	17,145						6,375	476	64	5,922		4,308
Local Funds (BART)													
Existing	3,281	3,281							2,561		320		400
Change	0	0							0		0		0
Proposed	3,281	3,281							2,561		320		400
Total													
Existing	72,930	72,930						16,375	39,641	64	6,242		10,608
Change	0	0						0	0	0	0		0
Proposed	72,930	72,930						16,375	39,641	64	6,242		10,608

NOTE: This contract is currently under construction.

REVISE: PPNO 0192H: State Route 4 East Widening – Segment 2 (from Contra Loma to Lone Tree)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Contra Costa	4	0192H	2285E	CO	2010-11	26.6	27.5	4

Implementing Agency: (by component)	**PA&ED**	CCTA	**PS&E**	CCTA
	R/W	CCTA	**CON**	Department

RTPA/CTC:	Metropolitan Transportation Commission
Project Title:	SR-4 E Widening between Somersville & SR-160 (#2)
Location	In Antioch, on Route 4 East, from Contra Loma Boulevard/L Street to Lone Tree Way/A Street.
Description:	Widen from four to eight lanes.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
State Bond - Corridor Mobility Improvement Account													
Existing	25,200		25,200						19,300				5,900
Change	(8,529)		(8,529)						(8,529)				0
Proposed	**16,671**		**16,671**						**10,771**				5,900
State Bond - State Local Partnership Program (SLPP)													
Existing	9,984		9,984						9,984				
Change	0		0						0				
Proposed	9,984		9,984						9,984				
Local Funds (CCTA)													
Existing	82,998	20,417	62,581					12,013	54,716	88	8,316		7,865
Change	(29,796)	0	(29,796)					0	(29,796)	0	0		0
Proposed	**53,202**	20,417	**32,785**					12,013	**24,920**	88	8,316		7,865
Local Funds (BART)													
Existing	4,368	438	3,930						3,300		438		630
Change	(258)	0	(258)						(258)		0		0
Proposed	**4,110**	438	**3,672**						**3,042**		438		630
Total													
Existing	122,550	20,855	101,695					12,013	87,300	88	8,754		14,395
Change	(38,583)	0	(38,583)					0	(38,583)	0	0		0
Proposed	**83,967**	20,855	**63,112**					12,013	**48,717**	88	8,754		14,395

NOTE: The contract for Segment 2 was awarded on October 11, 2011 with savings. The revised funding plan above reflects these savings for CMIA and local funds. There is a concurrent request to de-allocate these CMIA savings from Segment 2. Out of those savings, $8,000,000 CMIA is proposed to be programmed to Segment 5 – SR 4 Bypass Conversion contract (0192N) as part of current baseline amendment request.

REVISE: PPNO 0192I: State Route 4 East Widening – Segment 3A (from Lone Tree to Hillcrest)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Contra Costa	4	0192I	2285F	CO	2011-12	27.2	R29.6	4

Implementing Agency: (by component)	**PA&ED**	CCTA	**PS&E**	CCTA
	R/W	CCTA	**CON**	Department

RTPA/CTC:	Metropolitan Transportation Commission
Project Title:	SR-4 E Widening between Somersville & SR-160 (#3A)
Location	In Antioch, on Route 4 East, from Lone Tree Way to State Route 160.
Description:	Widen from four to six lanes.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
State Bond - Corridor Mobility Account Improvement (CMIA)													
Existing	43,100			43,100					32,900				10,200
Change	0			0					0				0
Proposed	43,100			43,100					32,900				10,200
State Bond - State Local Partnership Program (SLPP)													
Existing	5,012			5,012					5,012				
Change	4,669			4,669					4,669				
Proposed	**9,681**			**9,681**					**9,681**				
Local Funds (CCTA)													
Existing	46,026	18,501		27,525				11,720	25,111	80	6,701		2,414
Change	(4,669)	0		(4,669)				0	(4,669)	0	0		0
Proposed	**41,357**	18,501		**22,856**				11,720	**20,442**	80	6,701		2,414
Local Funds (BART)													
Existing	6,307	742		5,565					4,790		742		775
Change	0	0		0					0		0		0
Proposed	6,307	742		5,565					4,790		742		775
Total													
Existing	100,445	19,243		81,202				11,720	67,813	80	7,443		13,389
Change	0	0		0				0	0	0	0		0
Proposed	100,445	19,243		81,202				11,720	67,813	80	7,443		13,389

NOTE: Additional $4,669,000 in SLPP funds shown above have already been approved by the Commission under Resolution SLP1B-1112-03 at its September 2011 meeting.

PPNO 0192L: State Route 4 East Widening – Segment 3B (from Hillcrest to SR 160)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Contra Costa	4	0192L	1G941	CO	2011-12	28.6	30.5	4

Implementing Agency: (by component)	**PA&ED**	CCTA	**PS&E**	CCTA	
	R/W	CCTA	**CON**	CCTA	

RTPA/CTC:	Metropolitan Transportation Commission
Project Title:	SR-4 E Widening between Somersville & SR-160 (#3B)
Location	In Antioch, on Route 4 East, from Hillcrest Avenue to SR 160.
Description:	Widen from four to six lanes.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Local Funds (CCTA)													
Existing	101,550	11,421		90,129				4,092	90,129	68	7,261		
Change	0	0		0				0	0	0	0		
Proposed	101,550	11,421		90,129				4,092	90,129	68	7,261		
Local Funds (BART)													
Existing	8,805			8,805					8,805				
Change	0			0					0				
Proposed	8,805			8,805					8,805				
Total													
Existing	110,355	11,421		98,934				4,092	98,934	68	7,261		
Change	0	0		0				0	0	0	0		
Proposed	110,355	11,421		98,934				4,092	98,934	68	7,261		

PPNO 0192J: State Route 4 East Widening – Segment 4 (Follow-up Landscaping)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Contra Costa	4	0192J	2285A	CO	2013-14	24.5	R29.6	4

Implementing Agency: (by component)	**PA&ED**	CCTA	**PS&E**	CCTA	
	R/W	CCTA	**CON**	Department	

RTPA/CTC:	Metropolitan Transportation Commission
Project Title:	SR-4 E Widening between Somersville & SR-160 (#4)
Location	In Antioch, on Route 4 East, from Somersville to Route 160.
Description:	Construct replacement landscaping.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Local Funds (CCTA)													
Existing	20,600					20,600			17,500		800		2,300
Change	0					0			0		0		0
Proposed	20,600					20,600			17,500		800		2,300
Total													
Existing	20,600					20,600			17,500		800		2,300
Change	0					0			0		0		0
Proposed	20,600					20,600			17,500		800		2,300

REVISE: PPNO 0192N: State Route 4 East Widening – Segment 5 (SR 4 Bypass Scope)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Contra Costa	4	0192N	24657	CO	2011-12	32.4	35.6	4

Implementing Agency: (by component)	**PA&ED**	SR 4 Bypass Authority	**PS&E**	SR 4 Bypass Authority	
	R/W	SR 4 Bypass Authority	**CON**	CCTA	

RTPA/CTC:	Metropolitan Transportation Commission
Project Title:	SR-4 E Widening between Somerville and SR 160 (#5)
Location	In the cities of Antioch and Brentwood.
Description:	Convert 2-lane expressway to a 4-lane freeway, from Laurel Road to Sand Creek Road and construct a new interchange at SR4 Bypass/Sand Creek Road.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
State Bond - Corridor Mobility Improvement Account (CMIA)													
Existing	25,000			25,000					25,000				
Change	8,000			8,000					8,000				
Proposed	**33,000**			**33,000**					**33,000**				
Local Funds (CCTA)													
Existing	16,162	8,162		8,000				2,057	8,000		6,105		
Change	(8,000)	0		(8,000)				0	(8,000)		0		
Proposed	**8,162**	8,162		**0**				2,057	**0**		6,105		
Total													
Existing	41,162	8,162		33,000				2,057	33,000		6,105		
Change	0	0		0				0	0		0		
Proposed	41,162	8,162		33,000				2,057	33,000		6,105		

NOTE: The funding plan above reflects the transfer of $8,000,000 CMIA in award savings from Segment 2. There is a concurrent request to de-allocate these savings from Segment 2.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.1c.(1c)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **CMIA PROJECT BASELINE AMENDMENT**
RESOLUTION CMIA-PA-1112-017, AMENDING RESOLUTION CMIA-PA-1011-002

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the Corridor Mobility Improvement Account (CMIA) baseline agreement for the State Route (SR) 219 Widening, Phase 2 project in Stanislaus County.

ISSUE:

The Department and Stanislaus Council of Governments (StanCOG) propose to amend the CMIA baseline agreement for the SR 219 Widening, Phase 2 project (PPNO 9940C) in Stanislaus County to revise the project schedule and funding plan.

BACKGROUND:

Revise Project Schedule

The End Right of Way milestone was delayed by nine months in order to provide additional time for two property owners to relocate. Although Orders for Possession were secured several months ago, the right of way demolition and clearing process stalled because two property owners were building new houses behind their existing homes, which extended the relocation process.

The Begin Construction milestone is being delayed by 18 months, nine months of which is a direct result of the right of way delay described above. The other nine months of delay is due to a mistake in the original schedule, which proposed starting construction two months before the End Right of Way milestone. It is more realistic for construction to begin seven months after the End Right of Way milestone.

The End Construction milestone is being delayed by 30 months, 18 months of which is a direct result of the begin construction delay described above. The other 12 months of delay is from a thorough analysis of the construction working days. A construction duration of 12 months was unrealistic. A

construction duration of 24 months is more realistic based on the final plans and stage construction requirements.

The Begin Closeout milestone is being delayed by 30 months because it is directly related to the End Construction milestone, which is being delayed by 30 months as described above.

The End Closeout milestone is being delayed by 41 months, 30 months of which is a direct result of the Begin Closeout delay described above. The other 11 months of delay is caused by a mistake in the original schedule, which showed a duration of one month for Closeout. Closeout requires a duration of 12 months.

The revised project milestone dates are shown below:

Milestone	Existing	Proposed	Delay
End Right of Way Phase	2/1/11	11/1/11	9 months
Begin Construction Phase	12/1/10	5/30/12	18 months
End Construction Phase	12/1/11	5/30/14	30 months
Begin Closeout Phase	2/1/12	7/31/14	30 months
End Closeout Phase	3/1/12	7/31/15	41 months

Revise Project Funding Plan

The CMIA baseline agreement was based on a preliminary design using data from a traffic study conducted in 2000. However, there was significant traffic growth between 2000 and 2007, which necessitated a new traffic study in 2007. The new traffic study resulted in significant design changes and increased right of way needs.

The design cost has increased from $2,000,000 to $3,100,000 in order to revise the design to accommodate the revised traffic volumes. Specifically, the intersections at Carver Road, Tully Road, and SR 108 were redesigned to include additional lanes.

The right of way support cost has increased from $2,000,000 to $2,500,000 due to the time needed to acquire 17 new parcels and resolve utility conflicts impacted by the revised design.

The right of way capital cost has increased from $17,000,000 to $17,281,000 due to the increase in the number of parcels, and partially offset by the decline in the real estate market in the project vicinity.

The construction support cost has increased from $3,500,000 to $4,300,000 to account for the increased construction duration as described above.

It is anticipated that this project will have contract award savings. However, it is proposed to keep all of the existing programmed funds on the project until the construction contract is awarded.

Disproportionate Use of Construction Funding

Federal Demonstration (Demo) and Regional Improvement Program (RIP) funds comprise 27.64 percent of the construction budget. StanCOG wants to maximize the use of Demo funds on this project. If there are any construction contract award savings, StanCOG proposes to use the Demo funds first, followed by RIP funds, while continuing to provide 27.64 percent of the construction budget.

REVISE:

SR 219 Widening, Phase 2 project (PPNO 9940C)

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Stanislaus	10	9940C	0A872	CO	~~2010-11~~ **2011-12**	2.9	4.9	219

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans
	R/W	Caltrans	**CON**	Caltrans

RTPA/CTC:	Stanislaus Council of Governments
Project Title:	SR 219 Widening, Phase 2
Location	Near Salida, on Route 219 from Morrow Road to Route 108.
Description:	Widen to 4 lanes.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
RIP													
Existing	27,207	18,760	8,447					14,760	4,947		2,000	2,000	3,500
Change	2,681	1,881	800					281	0		1,100	500	800
Proposed	**29,888**	**20,641**	**9,247**					**15,041**	4,947		**3,100**	**2,500**	**4,300**
State Bond													
Existing	18,813		18,813						18,813				
Change	0		(18,813)	18,813					0				
Proposed	18,813		**0**	**18,813**					18,813				
Demo													
Existing	4,480	2,240	2,240					2,240	2,240				
Change	0												
Proposed	4,480	2,240	2,240					2,240	2,240				
Total													
Existing	50,500	21,000	29,500	0				17,000	26,000		2,000	2,000	3,500
Change	2,681	1,881	(18,013)	18,813				281	0		1,100	500	800
Proposed	**53,181**	**22,881**	**11,487**	**18,813**				**17,281**	26,000		**3,100**	**2,500**	**4,300**

RESOLUTION CMIA-PA-1112-017, AMENDING RESOLUTION CMIA-PA-1011-002

Be it Resolved, that the California Transportation Commission does hereby amend the Corridor Mobility Improvement Account baseline agreement for the State Route 219 Widening, Phase 2 project (PPNO 9940C) with the information described above.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.1c.(2)
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **PROJECT AMENDMENT**
RESOLUTION R99-PA-1112-017

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) amend the State Route (SR) 99 Corridor Bond Program baseline agreement for the Arboleda Road Freeway project in Merced County.

ISSUE:

The Department and the Merced County Association of Governments (MCAG) propose to amend the State Route (SR) 99 Corridor Bond Program baseline agreement for the Arboleda Road Freeway project (PPNO 5414) in Merced County to revise the project funding plan and schedule.

BACKGROUND:

The Arboleda Road Freeway project (PPNO 5414) will widen 5.9 miles of SR 99 from four lanes to six lanes from Buchanan Hollow Road to Miles Creek Overflow. It is programmed for construction in Fiscal Year (FY) 2009-10 with SR 99 Bond Program funding. Environmental, design and right of way acquisition are programmed with Interregional Improvement Program (IIP) and Traffic Congestion Relief Program (TCRP) funds.

Revise Project Funding Plan

The right of way support cost has increased from $1,570,000 to $2,570,000. This project experienced an unexpectedly high level of condemnation-related activity. Of 38 parcels, 27 required the initiation of condemnation activities. Negotiation and condemnation activities were protracted and consumed more support effort than was planned. The appraisal staff encountered several parcels with unexpectedly complicated appraisal questions requiring unique solutions. In addition, due to workload demand in the Department's Stockton office, some of the appraisal and acquisition work was done by Fresno staff, which resulted in unanticipated travel costs.

The right of way capital cost has decreased from $24,900,000 to $23,900,000. The baseline agreement was based on a worst case estimate for potential right of way requirements. The final design of the preferred alternative resulted in a reduction of right of way requirements and lower costs. Of the 46 parcels that were originally anticipated, only 38 were acquired.

Revise Project Schedule

The End Design milestone was delayed by 17 months due to negotiations with the Army Corps of Engineers (ACOE) regarding a permit required by Section 404 of the Clean Water Act. Several mitigation options and parcels were investigated before ACOE approved the permit.

The End Right of Way milestone was delayed by 22 months due to condemnation of several parcels. In particular, one group of three parcels was highly contested by the owner and required 14 signatures. These parcels impacted the first stage of the project, so a workaround was not feasible. The design was re-evaluated to minimize impacts, and the parcels were re-appraised. These parcels alone account for more than a year of the delay.

The Begin Construction and End Construction milestones are being delayed by 22 months as a direct result of the right of way delay described above.

The Begin Closeout milestone is being delayed by 15 months because it is directly related to the End Construction milestone. The baseline schedule incorrectly showed closeout starting eight months after the End Construction milestone. Closeout will actually begin one month after the End Construction milestone, which explains why the delay is 15 months instead of 22 months.

The End Closeout milestone is being delayed by 21 months, 15 months of which is a direct result of the Begin Closeout delay described above. The other six months of delay is caused by a mistake in the baseline schedule, which showed a duration of six months for closeout. Closeout requires a duration of 12 months.

Landscaping

It is the Department's policy to split off a separate landscaping project if the landscaping estimate exceeds $100,000. The Department developed the plans, specifications, and estimate for the Arboleda Road Freeway project with the assumption that the landscaping would be split off into a separate project for construction in FY 2016-17. However, the only source of construction funding for this project is SR 99 Corridor Bond Program funding, and the Commission's SR 99 Corridor Bond Program guidelines indicate that the Commission will not program an SR 99 Corridor Bond project unless it can begin construction by December 31, 2012.

A concurrent construction allocation for the Arboleda Road Freeway project is proposed at this month's Commission meeting, so it is too late to include landscaping plans and specifications. Therefore, it is proposed to remove the landscaping from the Arboleda Road Freeway project. It is also proposed to keep all of the existing programmed funds on the project until the construction contract is awarded. The deleted landscaping will be added in a future amendment to the adjacent Freeway Upgrade and Plainsburg Road Interchange project (PPNO 5401), which is also an SR 99 Corridor Bond Program project and will begin construction eight months after the Arboleda Road Freeway project. The current construction estimate for the Freeway Upgrade and Plainsburg Interchange project indicates that there is sufficient funding to absorb the cost of the Arboleda Road Freeway landscaping.

Project Delivery Schedule

The proposed project milestone dates are shown below:

	Existing	Proposed
Milestone	**5414**	**5414**
Begin Environmental	7/1/99	No change
Draft Environmental Doc.	12/1/05	No change
Draft Project Report	5/1/03	No change
End Environmental	6/1/06	No change
Begin Design	4/1/07	No change
End Design	1/1/10	5/25/11
Begin Right of Way	9/1/07	No change
End Right of Way	1/1/10	10/27/11
Begin Construction	6/1/10	4/1/12
End Construction	6/1/13	4/1/15
Begin Closeout	2/1/14	5/1/15
End Closeout	8/1/14	5/1/16

The changes proposed above are reflected in the following table.

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
Merced	10	5414	41570	CO	~~2009-10~~ **2011-12**	4.6	10.5	99

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans
	R/W	Caltrans	**CON**	Caltrans

RTPA/CTC:	Merced County Association of Governments
Project Title:	Arboleda Road Freeway
Location	Near Merced, on Route 99 from Buchanan Hollow Road to Miles Creek overflow.
Description:	Convert to 6 lane freeway and construct interchange at Arboleda Road.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
IIP													
Existing	31,487	31,487						24,900		4,917	700	970	
Change	0	0						(1,000)		0	0	1,000	
Proposed	31,487	31,487						**23,900**		4,917	700	**1,970**	
State Bond													
Existing	140,300	140,300							127,000		1,300		12,000
Change	0	(139,000)		139,000					0		0		0
Proposed	140,300	**1,300**		**139,000**					127,000		1,300		12,000
TCRP (Committed)													
Existing	5,000	5,000									4,400	600	
Change	0	0									0	0	
Proposed	5,000	5,000									4,400	600	
Total													
Existing	176,787	176,787		0				24,900	127,000	4,917	6,400	1,570	12,000
Change	0	(139,000)		139,000				(1,000)	0	0	0	1,000	0
Proposed	176,787	**37,787**		**139,000**				**23,900**	127,000	4,917	6,400	**2,570**	12,000

RESOLUTION R99-PA-1112-017

Be it Resolved, that the California Transportation Commission does hereby amend the State Route 99 Corridor Bond Program baseline agreement for the Arboleda Road Freeway project (PPNO 5414) with the information described above.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.1b./2.1c.(5)
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **MULTI-PROGRAM PROJECT AMENDMENT**
RESOLUTION TCIF-P-1112-013
STIP AMENDMENT 10S-065

SUMMARY:

The California Department of Transportation (Department) will request that the California Transportation Commission (Commission) approve the requested Trade Corridors Improvement Fund (TCIF) baseline agreement amendment and the State Transportation Improvement Program (STIP) amendment at the next scheduled Commission meeting following the notice period.

ISSUE:

The Department and San Diego Association of Governments (SANDAG) propose to amend the TCIF baseline agreement for the TCIF Project 68-Route 11 and Otay Mesa Port of Entry (POE) (PPNO 0999) in San Diego, in the community of Otay Mesa East, to program $45,500,000 of Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) Border Infrastructure Program (BIP) funds to Design (PS&E) and Right of Way (R/W) Support in Fiscal Year (FY) 2012-13, and to split the project into three separate segments for staged construction.

BACKGROUND:

The Route 11 and Otay Mesa East POE project will construct a new four-lane highway to the Mexico border, freeway-to-freeway connectors and a point of entry. The project will increase capacity to the regional border crossing infrastructure and create a link between the United States regional highway system and the Mexico free-and-toll road system. This link will maintain the economic viability of goods movement through the California/Baja California region.

This project currently includes $4,900,000 in SAFETEA-LU BIP funding. SAFETEA-LU, enacted in August 2005, authorizes funding through the BIP to improve transportation at international borders and ports of entry, and within trade corridors. This program replaced the Transportation Equity Act for the 21st Century Coordinated Border Infrastructure discretionary program that ended

after 2005. Since the enactment of SAFETEA-LU, California received a total apportionment of $167,876,722. To date, $96,993,249 has been obligated to eligible border region projects. Pursuant to Section 164.1 of the California Streets and Highways Code, BIP funds shall be programmed, allocated, and expended in the same manner as other federal funds made available for capital improvement projects in the State Transportation Improvement Program. These BIP funds are eligible in a border region, defined as any portion of a border state within 100 miles of an international land border with Canada or Mexico, for the following types of improvements to facilitate/expedite cross-border motor vehicle and cargo movements:

- Improvements to existing transportation and supporting infrastructure.
- Construction of highways and related safety and safety enforcement facilities related to international trade.
- Operation improvements, including those related to electronic data interchange and use of telecommunications.
- Modifications to regulatory procedures.
- International coordination of transportation planning, programming, and border operation with Canada and Mexico.

Senate Bill 1486 established SANDAG as the Toll Authority for the roadway (Route 11). The legislation also included provisions to deliver the entire project using non-traditional methods. It is foreseen that the Otay Mesa East POE will be delivered using the Design/Build method and the roadway (Route 11) will be delivered using the Design Sequencing method.

Proposal

This amendment proposes to program an additional $45,500,000 in BIP obligation authority to the Design and R/W Support phases to offset currently programmed local funds which are unavailable at this time. The local funds will ultimately come from bond sales backed by future toll revenues.

This amendment also proposes to split the project into three separate segments to facilitate project delivery. The proposed segments are as follows:

Segment	Segment Description	Post Miles	Proposed TCIF funding
Parent (PPNO 0999)	Environmental programming for entire corridor	SR 11 - 0.0/2.8	$0
1 (PPNO 0999A)	SR 11/SR 905 Freeway to Freeway Connectors	SR 11 - 0.0/1.3 SR 905 - R8.4/10.1	$75 million
2 (PPNO 0999B)	SR 11 and Commercial Vehicle Enforcement Facility	SR 11 - 0.0/2.8	$0
3 (PPNO 0999C)	East Otay Mesa Land POE	SR 11 – 2.4/2.8	$0

Project Costs

Although the overall project cost has only increased by 0.4 percent, there are significant cost changes to individual components.

Right of Way

R/W Capital has increased by 67 percent and R/W Support has decreased by 25 percent. During the environmental phase, two independent R/W estimate studies were conducted along with analysis by the Department. The studies provided more in-depth market data than what is typically provided at this stage of the environmental phase and concluded a substantial increase in R/W Capital. The anticipated cost increase will be paid for with local funds. The intensive market research done at this early stage in turn concluded a reduced R/W Support estimate.

Construction

Construction Capital has decreased by 10 percent and Construction Support has increased by 39 percent. Construction Capital decreased due to a more detailed engineering analysis which decreased project unit prices. Construction Support has increased substantially because the delivery method for the project has been modified to a Design-Build method for the POE (Segment 3) and Design Sequencing for the remainder of Route 11, including the freeway to freeway connector (Segment 1) and Commercial Vehicle Enforcement Facility (CVEF) (Segment 2). It is anticipated that the POE (Segment 3) will be administered by SANDAG.

Adjustments to the overall project are as follows:

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
San Diego	11	0999	5631	CO	2012-13	0.0	2.7	11

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans	
	R/W	Caltrans	**CON**	Caltrans	

RTPA/CTC:	San Diego Association of Governments
Project Title:	Route 11 and Otay Mesa Port of Entry (POE)
Location	In East Otay Mesa, from Route 905 and future Route 125/905 junction to the U.S./Mexico Border.
Description:	Construct new 4 lane highway and POE.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
IIP													
Existing	6,600	6,600								6,600			
Change	0	0								0			
Proposed	6,600	6,600								6,600			
State Bond													
Existing	75,000				75,000				75,000				
Change	0				0				(8,200)				8,200
Proposed	75,000				75,000				**66,800**				**8,200**
Federal Disc. (SAFETEA-LU)													
Existing	4,900	4,900								4,900			
Change	45,500	0			45,500					0	39,200	6,300	
Proposed	**50,400**	4,900			**45,500**					4,900	**39,200**	**6,300**	
Demo													
Existing	800	800								800			
Change	0	0								0			
Proposed	800	800								800			
Local Funds													
Existing	626,420	123,070			503,350			72,000	463,000		42,690	8,380	40,350
Change	(42,720)	(3,070)			(39,650)			48,000	(47,000)		(42,690)	(8,380)	7,350
Proposed	**583,700**	**120,000**			**463,700**			**120,000**	**416,000**		**0**	**0**	**47,700**
Total													
Existing	713,720	135,370			578,350			72,000	538,000	12,300	42,690	8,380	40,350
Change	2,780	(3,070)			5,850			48,000	(55,200)	0	(3,490)	(2,080)	15,550
Proposed	**716,500**	**132,300**			**584,200**			**120,000**	**482,800**	12,300	**39,200**	**6,300**	**55,900**

Schedule

The complex connectivity between the existing freeway facilities and the proposed facilities, which include the POE, the CVEF and freeway to freeway connector ramps at State Route (SR)-11/905/125, coupled with the proximity to the border and the stakeholder coordination, has caused a delay to the delivery of the environmental document by 16 months. This will cause a delay in delivery as shown in the table below. However, it is anticipated that the programmed stages of the project can still be delivered within the Trade Corridor Improvement Funds (TCIF) guidelines.

	Original TCIF Project	**Segment 1 (PPNO 0999A)**	**Segment 2 (PPNO 0999B)**	**Segment 3 (PPNO 0999C)**
Project Milestone	Current Baseline	Proposed	Proposed	Proposed
Draft Project Report	Mar 10	July 01 (A)	Dec 10 (A)	Dec 10 (A)
Begin Environmental Phase	May 07 (A)	May 07 (A)	May 07 (A)	May 07 (A)
End Environmental Phase	Dec 12	Sept 04 (A)	Apr 12	Apr 12
Begin Design Phase	Apr 10	July 11 (A)	Nov 11	Nov 11
End Design Phase (RTL)	Dec 12	Apr 13	July 13	July 13
Begin Right of Way	Jan 11	Nov 11	Nov 11	Nov 11
End Right of Way	Dec 12	Apr 13	July 13	July 13
Begin Construction Phase	Apr 13	July 13	Oct 13	Sept 13
End Construction Phase	Mar 16	Mar 16	Jun 16	Mar 16
Begin Close-out Phase	Apr 16	Apr 16	Oct 16	Apr 16
End Close-out Phase	Apr 18	Apr 18	Oct 18	Apr 18

(A) = Actual

Project Segments

It is proposed to split the project into separate segments as follows:

Original (parent) Segment (PPNO 0999): In East Otay Mesa, from SR 905 and future SR 125/905 junction to the U.S./Mexico Border. Construct new 4 lane highway and POE. SR 11 and Otay Mesa POE – Environmental Only.

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
San Diego	11	0999	5631	CO	2012-13	0.0	2.8	11

Implementing Agency: (by component)	**PA&ED**	Caltrans		**PS&E**	
	R/W			**CON**	

RTPA/CTC:	San Diego Association of Governments
Project Title:	Route 11 and Otay Mesa Port of Entry (POE)
Location	In East Otay Mesa, from Route 905 and future Route 125/905 junction to the U.S./Mexico Border.
Description:	Construct new 4 lane highway and POE - ENVIRONMENTAL ONLY

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
IIP													
Existing	6,600	6,600								6,600			
Change	0	0								0			
Proposed	6,600	6,600								6,600			
State Bond													
Existing	75,000				75,000				75,000				
Change	(75,000)				(75,000)				(75,000)				
Proposed	**0**				**0**				**0**				
Federal Disc. (SAFETEA-LU)													
Existing	4,900	4,900								4,900			
Change	0	0								0			
Proposed	4,900	4,900								4,900			
Demo													
Existing	800	800								800			
Change	0	0								0			
Proposed	800	800								800			
Local Funds													
Existing	626,420	123,070			503,350			72,000	463,000		42,690	8,380	40,350
Change	(626,420)	(123,070)			(503,350)			(72,000)	(463,000)		(42,690)	(8,380)	(40,350)
Proposed	**0**	**0**			**0**			**0**	**0**		**0**	**0**	**0**
Total													
Existing	713,720	135,370			578,350			72,000	538,000	12,300	42,690	8,380	40,350
Change	(701,420)	(123,070)			(578,350)			(72,000)	(538,000)	0	(42,690)	(8,380)	(40,350)
Proposed	**12,300**	**12,300**			**0**			**0**	**0**	12,300	**0**	**0**	**0**

Segment 1 (PPNO 0999A): In San Diego County near San Diego on Route 905 from 0.1 mile west of the Britannia Boulevard overcrossing to 1.6 miles east of the La Media Road undercrossing. Construct SR 905/SR 11 freeway to freeway connectors.

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
San Diego	11	0999A	5632	CO	2013-14	0.0	1.3	11

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans	
	R/W	Caltrans	**CON**	Caltrans	

RTPA/CTC:	San Diego Association of Governments
Project Title:	SR 11/SR 905 Freeway to Freeway Connectors (Segment 1)
Location	Near San Diego on Route 905 from 0.1 mile west of Britannia Blvd OC to 1.6 miles east of La Media Road
Description:	Construction of SR 905/SR 11 freeway to freeway connectors.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
State Bond													
Existing	0					0			0				0
Change	75,000					75,000			67,100				7,900
Proposed	**75,000**					**75,000**			**67,100**				**7,900**
Federal Disc. (SAFETEA-LU)													
Existing	0			0							0	0	
Change	9,400			9,400							7,300	2,100	
Proposed	**9,400**			**9,400**							**7,300**	**2,100**	
Local Funds													
Existing	0			0	0			0					
Change	33,100			31,600	1,500			31,600					1,500
Proposed	**33,100**			**31,600**	**1,500**			**31,600**					**1,500**
Total													
Existing	0			0	0	0		0	0		0	0	0
Change	117,500			41,000	1,500	75,000		31,600	67,100		7,300	2,100	9,400
Proposed	**117,500**			**41,000**	**1,500**	**75,000**		**31,600**	**67,100**		**7,300**	**2,100**	**9,400**

Segment 2 (PPNO 0999B): In San Diego County near San Diego on route 11 from 0.1 mile east of the Sanyo Avenue undercrossing to 1.9 miles east of the Sanyo Avenue undercrossing. Construct a new 4 lane highway and commercial vehicle enforcement facility.

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
San Diego	11	0999B	5633	CO	2013-14	0.0	2.8	11

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	Caltrans	
	R/W	Caltrans	**CON**	Caltrans	
RTPA/CTC:	San Diego Association of Governments				
Project Title:	Route 11 and CVEF (Segment 2)				
Location	In San Diego County near San Diego on Route 11 from 0.1 mile east of Sanyo Avenue undercrossing to 1.9 miles east of Sanyo Avenue undercrossing.				
Description:	Construct new 4 lane highway and commercial vehicle enforcement facility.				

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Local Funds													
Existing	0			0		0		0	0				0
Change	225,800			49,900		175,900		49,900	155,800				20,100
Proposed	**225,800**			**49,900**		**175,900**		**49,900**	**155,800**				**20,100**
Federal Disc. (SAFETEA-LU)													
Existing	0			0							0	0	
Change	19,600			19,600							17,500	2,100	
Proposed	**19,600**			**19,600**							**17,500**	**2,100**	
Total													
Existing	0			0		0		0	0		0	0	0
Change	245,400			69,500		175,900		49,900	155,800		17,500	2,100	20,100
Proposed	**245,400**			**69,500**		**175,900**		**49,900**	**155,800**		**17,500**	**2,100**	**20,100**

Segment 3 (PPNO 0999C): In San Diego County near San Diego on SR 11 from 2.4 miles east of the Sanyo Avenue undercrossing to the Mexico border. Construct land port of entry.

County	District	PPNO	EA	Element	Const. Year	PM Back	PM Ahead	Route/Corridor
San Diego	11	0999C	5634	CO	2013-14	2.4	2.8	11

Implementing Agency: (by component)	**PA&ED**	Caltrans	**PS&E**	SANDAG	
	R/W	SANDAG	**CON**	SANDAG	

RTPA/CTC:	San Diego Association of Governments
Project Title:	East Otay Mesa Land Port of Entry (Segment 3)
Location	In San Diego County near San Diego on Route 11 from 2.4 miles east of Sanyo Avenue undercrossing to Mexico Border.
Description:	Construction of a Port of Entry at the border with Mexico.

(DOLLARS IN THOUSANDS)

FUND	TOTAL	Project Totals by Fiscal Year						Project Totals by Component					
		Prior	10/11	11/12	12/13	13/14	14/15	R/W	CON	PA&ED	PS&E	R/W Supp	CON Supp
Federal Disc. (SAFETEA-LU)													
Existing	0			0							0	0	
Change	16,500			16,500							14,400	2,100	
Proposed	**16,500**			**16,500**							**14,400**	**2,100**	
Local Funds													
Existing	0			0		0		0	0				0
Change	324,800			39,800		285,000		39,800	253,000				32,000
Proposed	**324,800**			**39,800**		**285,000**		**39,800**	**253,000**				**32,000**
Total													
Existing	0			0		0		0	0		0	0	0
Change	341,300			56,300		285,000		39,800	253,000		14,400	2,100	32,000
Proposed	**341,300**			**56,300**		**285,000**		**39,800**	**253,000**		**14,400**	**2,100**	**32,000**

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTAION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.1c.(6)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Robert Copp
Division Chief
Traffic Operations

Subject: **TRAFFIC LIGHT SYNCHRONIZATION PROGRAM BASELINE AMENDMENT RESOLUTION TLSP-PA-1012-03**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve baseline agreement amendment for the following Traffic Light Synchronization Program (TLSP) project:

- City of San Jose – TLSP.

ISSUE:

Amendment to baseline agreement is needed for one TLSP project to reflect delay in construction and a change in scope. There is no change to the TLSP funding amount.

BACKGROUND:

The Commission has approved 22 traffic light synchronization projects totaling $147,000,000 for the City of Los Angeles and 62 additional traffic light synchronization projects totaling $98,000,000 for agencies other than Los Angeles.

The project baseline agreement has been received and reviewed by the Department. The agreement for the project was signed by the Department on September 24, 2008. The baseline amendment is needed for the project below and specific changes to the baseline are reflected in the attached spreadsheet.

City of San Jose – TLSP (Project 6801)
The project is currently in construction, the baseline agreement is being amended to show the new scope and the new project milestone dates.

The City of San Jose (City) proposes to change the original scope to include the following elements. The City is confident the proposed changes will not have a negative impact on the project benefits to be achieved.

- Install 57.6 miles of fiber optic cable; an increase of 1.6 miles from the original scope.
- Replace 779 controllers; a reduction of 23 controllers from the original scope.
- Equip 158 locations with traffic surveillance cameras; an increase of 17 locations from the original scope.
- Install 17 miles of conduit; an increase of 9 miles from the original scope.
- Install 86 cabinets; a reduction of 94 cabinets from the original scope.
- Synchronize 104 miles of commute corridors; this is unchanged from the original scope.

The City is also requesting an extension to the construction completion date. The project is unable to maintain the original schedule due to extended delivery delays in various materials and equipment orders, such as fiber communication cables and signal cabinets. The construction delay was also due to unanticipated freeway interchange and roadway construction work within the project limits.

Attachment

TRAFFIC LIGHT SYNCHRONIZATION PROGRAM
PROJECT AMENDMENT LIST
(other than City of LA)

Reference No.: 2.1c.(6)
December 14-15, 2011
Attachment

County	Applicant Name	Corridor Name	Current Project Cost	**Revised Project Cost**	Current Match Amount	**Revised Match Amount**	Approved TLSP CONST Funding	**Current CONST Start Date**	**Revised CONST Start Date**	**Current CONST End Date**	**Revised CONST End Date**
Santa Clara	City of San Jose	TLSP	$ 20,000,000		$5,000,000		$15,000,000	January-09		February-12	December-12

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14-15, 2011

Reference No.: 2.1d
Action

From: BIMLA G. RHINEHART
Executive Director

Subject: **PROPOSITION 116 RAIL PROGRAM APPLICATION AMENDMENT RESOLUTION PA-11-02, AMENDING RESOLUTION PA-09-03**

ISSUE

Should the Commission reprogram the $28,000,000 in Proposition 116 Rail Program Bond funds available for the Sonoma-Marin Area Rail Transit (SMART) District?

RECOMMENDATION

Staff recommends that the Commission approve the attached resolution to reprogram $28,000,000 of Proposition 116 funds programmed to the SMART commuter rail project. Currently, $10,000,000 are programmed for design and $18,000,000 for right of way acquisition. SMART requests that $5,000,000 remain for design and that the $23,000,000 balance be reprogrammed to construct the Initial Operating Segment (IOS) of the SMART Commuter Rail and Bicycle/Pedestrian Path project.

BACKGROUND:

PUC Section 99639(a) authorizes $28,000,000 in Proposition 116 Bond funds for the SMART District for a commuter rail project along the Cloverdale to Larkspur rail corridor.

In June 2009, the Commission adopted Resolution PA-09-03, approving SMART's application to program the $28,000,000 of Proposition 116 funds for their commuter rail and bicycle/pedestrian path project, from the existing rail station in Cloverdale, in Sonoma County, to approximately 70 miles south to the Larkspur Landing Ferry Terminal in the city of Larkspur, in Marin County.

Due to increases in cost estimates and reduced local revenues, SMART now proposes to implement the project in phases. This amendment will make changes and program $5,000,000 for design and $23,000,000 for construction of the Initial Operating Segment (IOS) of the SMART Commuter Rail and Pathway project. The IOS will extend from downtown Santa Rosa, in Sonoma County, to approximately 37 miles south to downtown San Rafael, in Marin County. The segment will include from seven to ten stations and has a total estimated cost of $397 million.

Commission staff has reviewed the Proposition 116 application as well as subsequent clarifications that appear to meet all basic requirements specified in the Proposition 116 Rail Bond Program, as well as the Commission's policies and guidelines, and staff recommends approval.

Attachment

CALIFORNIA TRANSPORTATION COMMISSION

Proposition 116 Application Amendment for the
Sonoma-Marin Area Rail Transit (SMART) District
Commuter Rail Service from Cloverdale to Larkspur

Resolution PA-11-02, amending Resolution PA-09-03

1.1 WHEREAS, in June 1990 the voters approved the Clean Air and Transportation Improvement Act, Proposition 116, for $1.99 billion for rail and mass transportation purposes; and

1.2 WHEREAS, the California Transportation Commission is designated in Proposition 116 to oversee the five grant programs over the 20-year term of the Proposition; and

1.3 WHEREAS, Proposition 116 calls for the Commission to establish an application process and to develop and adopt guidelines to implement those programs; and

1.4 WHEREAS, Proposition 116 establishes as a purpose of the application process that it "facilitate implementation of improved cost-effective transit service to the maximum number of Californians and to prevent the funds provided for by this part from being spent on needlessly costly features"; and

1.5 WHEREAS, Proposition 116 requires applications to specify full and complete capital plans, financial plans, and operating plans, including schedules and funding sources, and should the project exceed the cost approved by the Commission, the increased cost shall be covered by funds other than Proposition 116; and

1.6 WHEREAS, in December 1990 the Commission adopted policy and application guidelines (#G-90-23) for the Proposition 116 rail program; and

1.7 WHEREAS, the Commission has established a Hazardous Waste Identification and Clean-up Policy (#G-91-2) that requires the local agency to have performed full due diligence in identifying the hazardous waste in the right-of-way and easements and properties as well as clean-up, and that the state has been indemnified from clean-up liability of damages, both present and future; and

1.8 WHEREAS, PUC Section 99639(a) authorizes $28,000,000 to Sonoma-Marin Area Rail Transit (SMART) District for a commuter rail project along the Cloverdale to Larkspur corridor; and

1.9 WHEREAS, PUC Section 99665(a) requires applicants for grants pursuant to PUC Section 99639(a), to match on a dollar-for-dollar basis, the amount of the grant from other public or private sources, and to demonstrate to the satisfaction of the Commission, the availability of those other funds; and

1.10 WHEREAS, in April 2009, the Commission received an application from SMART requesting approval of $28,000,000 in Proposition 116 funds for the commuter rail project along the Cloverdale to Larkspur rail corridor; and

1.11 WHEREAS, on June 11, 2009, the Commission adopted Resolution PA-09-03, programming $10,000,000 of Proposition 116 funds for design and $18,000,000 for right of way acquisition for the SMART commuter rail and path project, from the existing rail station in Cloverdale, in Sonoma County, to approximately 70 miles south to the Larkspur Landing Ferry Terminal in the city of Larkspur, in Marin County; and

1.12 WHEREAS, in October 2011, the Commission received an amended application from SMART requesting approval to reprogram the $28,000,000 in Proposition 116 funds to $5,000,000 for design and $23,000,000 to construction of the Initial Operating Segment (IOS) of the SMART Commuter Rail and Pathway project. The IOS extends south 37 miles from downtown Santa Rosa, in Sonoma County, to downtown San Rafael, in Marin County. The IOS will include from seven to ten stations and has a total estimated cost of $397 million; and

1.13 WHEREAS, the amended application from the SMART District, including all supplemental information, has been reviewed by Commission staff, and appears to meet all the basic requirements as specified in Proposition 116 and the Commission's policies and guidelines.

2.1 NOW, THEREFORE BE IT RESOLVED, that the Commission hereby approves the amended application from the Sonoma-Marin Area Rail Transit District to program the $28,000,000 in Proposition 116 funds for the Initial Operating Segment (IOS) of the SMART Commuter Rail and Pathway project; and

2.2 BE IT FURTHER RESOLVED, that the Commission waives the 5% limitation on the use of Proposition 116 funds for preliminary activities, and of the $28,000,000 available, programs $5,000,000 for design and the remaining $23,000,000 for construction; and

2.3 BE IT FURTHER RESOLVED, that Resolution PA-11-02 is hereby adopted.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14-15, 2011

Reference No.: 4.6
Information

From: BIMLA G. RHINEHART
Executive Director

Subject: **METROPOLITAN TRANSPORTATION COMMISSION ASSEMBLY BILL 1467 (AB 1467) HOT LANES APPLICATION – SOUTHERN CALIFORNIA PUBLIC HEARING**

BACKGROUND:
This is the Southern California Public Hearing for the Metropolitan Transportation Commission's (MTC) AB 1467 Public Partnership Application for the *Bay Area Express Lanes.* AB 1467 requires that the Commission hold public hearings in both Northern California and Southern California for each application that the Commission finds eligible in accordance with AB 1467 and the Commission's Partnership High Occupancy Toll (HOT) Lane Guidelines. The Commission found MTC's application eligible on October 27, 2011 and directed staff to hold the required public hearings

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 4.9
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Shirley Choate
Division Chief, Interim
Transportation Planning

Subject: **STIP STATE HIGHWAY SYSTEM NEEDS**

SUMMARY:

The California Department of Transportation (Department) prepared a constrained State Highway Needs Assessment and Inventory Report (Report,) pursuant to Government Code 14527(d) and STIP Guidelines Section 20. The Report references adopted Regional Transportation Plan (RTP) project lists and RTP Fiscal Elements. The Report also utilizes the recently completed California Transportation Commission (Commission) 2011 Statewide Transportation System Needs Assessment. The Report provides the Commission with regionally specific information, including project lists, regarding State highway needs and potential programming opportunities for use during the development of the 2012 STIP.

BACKGROUND:

The Commission's 2011 Statewide Transportation Needs Assessment identified approximately $85 billion in State Highway System management and expansion needs through 2020. A Department District level highway needs assessment for the same ten-year period identified approximately $130 billion in potential needs that were used in discussions with Regional Transportation Agencies for funding consideration within the RTPs and Regional Transportation Improvement Programs. A rolled up set of adopted RTPs, looking at a similar ten-year horizon, found approximately $92 billion in fiscally constrained needs.

The Report finds that some regions are not proposing to use all of their available STIP funding for State highway needs even though there are unfunded highway needs. Other regions allocate substantial locally available funding to State highway needs in excess of the amounts available via the STIP.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.8f.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Terry L. Abbott
Chief Division of Design

Subject: **EXTENSION OF DESIGN-BUILD AUTHORIZATION WAIVER DB-11-02**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve a 12-month extension of the Design-Build Authorization to January 1, 2013 for the Devore Interchange I-15/I-215 project in San Bernardino County.

ISSUE:

On July 1, 2010, the Devore Interchange I-15/I-215 Project was authorized for the Design-Build Demonstration Program by the Commission. When authorized, each project is allotted 18 months to execute a design-build contract. The authorization to use design-build for this project is scheduled to lapse on January 1, 2012.

According to the implementation schedule that was included in the original authorization request, the Design-Build Contract award was scheduled in April 2012, based upon the completion of the Project Approval and Environmental Document (PA&ED) on August 1, 2011. The Commission awarded the standard 18-month Design-Build authority to this project with the understanding that an extension will be requested at a later date.

However, the Request for Qualifications for this project was released on July 19, 2011. Statements of Qualifications were received on September 15, 2011 and prequalification of firms will be announced on December 1, 2011. The Request for Proposals (RFP) for the Devore Interchange I-15/I-215 Project is scheduled to be released in December 2011, pending approval of this extension.

The current schedule for PA&ED is February 2012; a six month delay from the original schedule. This completion of PA&ED depends upon the timely approval of 'Biological Opinion' by the US Fish and Wildlife Service. An addendum to the RFP will be released incorporating the PA&ED findings in March 2012, and the project is expected to be awarded six months later, in September 2012. The opening of the technical proposal is scheduled in July 2012, with the assumption that all project funds such as STIP, SHOPP and local federal funds can be obligated by then.

Additional time may be required as necessary to obtain industry input on the contract documents, address this industry input, and review complicated Alternative Technical Concepts proposed by Design Builders. However, it is anticipated that a 12-month extension for the Design-Build authority will be adequate at this time.

BACKGROUND:

On July 1, 2010, the Commission adopted Resolution G-10-15, authorizing the Devore Interchange I-15/I-215 project for Design-Build. Section 2.3 of that resolution requires that authorized projects must have an executed Design-Build contract within 18 months of the approved resolution.

Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: December 14-15, 2011

Reference No.: 3.16
Information

From: BIMLA G. RHINEHART
Executive Director

Subject: **PROPOSITION 116 STATUS REPORT**

SUMMARY

This update provides the results of a survey conducted in September 2011 to determine if completed Proposition 116 projects are still being used for the purposes for which they were approved.

All of the respondents to the survey stated that the projects are continuing to be used for the purposes approved. The 59 projects surveyed represent a sampling from the four programs adopted by the Commission: 17 Rail Program projects; 28 Non-Urban Counties Program projects; six Waterborne Ferry Program projects; seven Competitive Bicycle Program projects; and the State Museum of Railroad Technology project.

BACKGROUND

Proposition 116 of 1990 enacted the Clean Air and Transportation Improvement Act, designating $1.99 billion for specific projects, purposes, and geographic jurisdictions.

Proposition 116 authorized specific amounts, and the Commission adopted separate guidelines, for four distinct programs: Rail Program - $1.852 billion; Non-Urban Counties Program - $73 million; Competitive Bicycle Program - $20 million; and Water-Borne Ferry Program - $30 million.

After July 1, 2010, pursuant to PUC Section 99684.(b)(c), the Legislature may re-allocate any unencumbered Proposition 116 funds to another passenger rail project anywhere in the state. Any legislative re-allocation must be passed by a two-thirds vote in each house of the Legislature. In the case of Caltrans, the re-allocation must be to a state-sponsored passenger rail project.

The Commission has approved applications for the entire $1.99 billion. As a result of projects completed with savings, there is a balance of $349,257 available to be programmed.

Approximately $1.986 billion has been allocated, of which about $1.834 billion has been expended, for ongoing Proposition 116 projects.

As of June 30, 2011, a little over $3.8 million remains available for future allocations, most of it for the State Museum of Railroad Technology.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 3.11
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Brent L. Green
Chief
Division of Right of Way
and Land Surveys

Ref: **2011 ANNUAL REAL PROPERTY SERVICES REPORT**

AIRSPACE

In Fiscal Year (FY) 2010-11, total revenue was $26.2 million, up from $25.0 million last year. Airspace revenues can be broken down between ground leases that generated approximately $19.8 million, with the wireless component generating an additional $6.4 million.

Possessory interest taxes paid by airspace tenants to the local cities and counties this FY is estimated at approximately $5.0 million. The possessory interest tax is assessed by the local governments and is based upon the in lieu value of the tenants leasehold interest.

The Airspace Program anticipates a marginal but positive growth in this FY. At present, the California Department of Transportation (Department) strives to meet a unique opportunity for potential increased revenues from wireless site placements. With the recent boom in high-end cell phones such as the Blackberry and IPhone, cell providers are aggressively expanding their networks to provide the network coverage demanded. This has resulted in more requests to site cell towers on the Department's properties

EXCESS LAND SALES

For FY 2010-11, the Department's Excess Land Sales units disposed of 327 parcels from its surplus inventory, valued at $23.5 million. The return to the State Highway Account on these parcels was $24 million.

This production is below the ten-year average of 363 parcels and $29.9 million, but represents an improvement over the preceding year. The depressed real estate economy statewide and local agency partners' lack of funds to purchase and maintain properties from the Department present challenges to the Department's disposal program.

PROPERTY MANAGEMENT

Property Management revenues for FY 2010-11 were $12.9 million. This is up slightly from FY 2009-10 revenues of $12.4 million. The reason for the incremental growth in revenue is that more properties are moving to construction projects and stagnant rents as a result of the recent financial and real estate market crash. A significant element of the property management inventory is the Alameda 238 and Los Angeles 710 corridor properties that were purchased for these transportation projects in the 1970s. The Alameda 238 project is nearing resolution and construction of an expressway will be the end solution. Any parcel excess to this project will be sold for the benefit of the locals.

Per Streets & Highways Code Section 104.13, 24 percent of gross revenues of properties held for future projects are returned to the local governments. For FY 2010-11, this amounted to $3 million.

ASSET MANAGEMENT

The Department completed the 2011 Real Property Retention Review (RPRR) consistent with mandates of Governors' Executive Orders W-18-91 and S-10-04 and Deputy Directive 21 R3. The RPRR process assesses Department real estate holdings and determines whether or not they are needed to satisfy Department operational goals or objectives. This parcel-specific review, conducted by each district between January and March 2011, examined more than 5,000 parcels to determine if they were required for future projects or transportation operations or should be conditionally retained for local public agencies, engineering or administrative reasons, or environmental mitigation. As a result of this review, 700 property interests were identified as available for disposal.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.4c.
Information Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Brent L. Green
Chief
Division of Right of Way
and Land Surveys

Subject: **AIRSPACE LEASE – SACRAMENTO MUNICIPAL UTILITIES DISTRICT WITHDRAWAL OF SOLAR LEASE PROPOSAL WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION**

SUMMARY:

In late 2008, Sacramento Municipal Utilities District (SMUD) contacted the California Department of Transportation (Department) with a conceptual proposal to construct solar panel facilities at two locations in operating right of way within the Highway 50 corridor in the Sacramento area. The business model for this concept was that SMUD, in conjunction with a private partner selected via a competitive bid process, would develop, finance, construct, own, operate and maintain solar photovoltaic (PV) facilities within the Highway 50 right of way.

The Department received approval from the California Transportation Commission (Commission) to directly negotiate with SMUD on this proposal in July 2010. Due to the many complexities surrounding implementation of this groundbreaking concept, the Department requested and was granted a six-month time extension for direct negotiations at the June 2011 Commission meeting. SMUD has since withdrawn its proposal, citing limited market response to its "Invitation for Bid" and high costs of construction and maintenance relative to the sizes of the selected sites.

Based on its work with SMUD, the Department made significant progress in development of its Solar Highway Program, including draft siting criteria for installation of PV facilities within highway right of way, and development of a lease template consistent with industry practice and at the same time protecting the safety of the travelling public.

The Department has also invested in two solar studies for purposes of identifying suitable Department-owned parcels for future development of renewable energy projects and looks forward to continuing opportunities to work with SMUD and other energy providers to reduce dependency on non-renewable resources.

The Department continues to investigate the feasibility of development of renewables on Department-owned sites and thanks the Commission for its support.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5e.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-11-08**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission allocate an additional $80,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

Additional funds are needed for one previously voted project in order to close out the construction contract.

RESOLUTION:

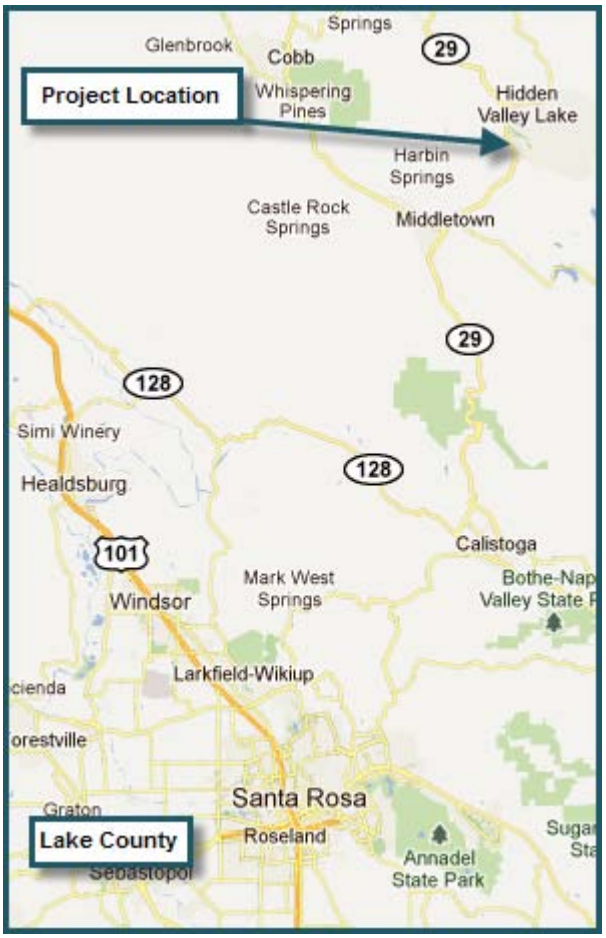
Resolved, that $80,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-302-0042 and 2660-302-0890 to provide additional funds for the project identified below.

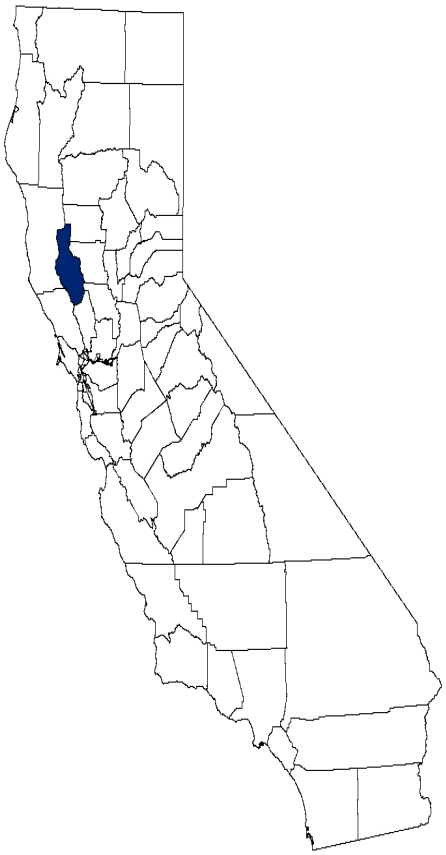
Project	Dist-Co-Rte	Original allocated Amount	Original Award Amount	Current Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Current Allocation
1	01-Lak-29	$993,000	$993,000	$1,193,000	$80,000	$1,273,000	6.7%

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(1)	**Supplemental Funds for Previously Voted Projects**				**Resolution FA-11-08**
1 $80,000 Department of Transportation Lake 01-Lak-29 10.9/11.3	Near Middletown, 0.2 mile south to 0.2 mile north of Hidden Valley Road. Outcome/Output: Channelize intersection to reduce the number and severity of collisions. Supplemental funds needed to close out construction contract. Total Revised Amount: $1,273,000	01-3049 SHOPP 2006-07 302-0042 SHA 302-0890 FTF 20.20.201.010 0100000248 4 461604 SHOPP 2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	$119,500 $1,073,500	$8,000 $72,000	$119,500 $1,073,500 $8,000 $72,000

RECOMMENDATION:

The Department recommends that this request for $80,000 be approved to allow the Department to close out the contract.





PROJECT DESCRIPTION:

This project is located in Lake County near Middletown from 0.2 mile south to 0.2 mile north of Hidden Valley Road. A traffic safety investigation identified this area as "Collision Concentration Location" due to 12 collisions that occurred over a five-year study period. This project widens the roadway to allow channelization of the intersection of Hidden Valley Road/Spruce Grove Extension. The work included left-turn lanes, right-turn pockets, wider paved shoulders and intersection lighting.

FUNDING STATUS:

This SHOPP project was voted in July 2007 for $993,000 and awarded for $993,000 in October 2007. The project is now completed, but there are insufficient funds to pay for the settlement of claims. An additional $80,000 in supplemental funds is needed to close out the contract and results in an overall increase of 6.7 percent over the current allocation.

REASONS FOR COST INCREASE:

The supplemental funds request is necessary to pay the contractor for arbitration claims settlement. The construction of this project was completed and the contract was accepted on August 2008. However, upon receiving the Proposed Final Estimate (PFE), the contractor submitted exceptions to the PFE seeking reimbursement for an additional $148,484 plus interest costs and attorney fees. Most of the claims in extra costs are due to having to remove and replace the entire asphalt concrete pavement when less than half did not meet the specifications, and the Department changed the mix design after the asphalt concrete pavement was rejected. The arbitration hearing was scheduled for October 10, 2011. However, prior to the arbitration hearing, both parties agreed to resolve the claim for $80,000, including any accrued interests. This settlement is in the best interest of the state, and therefore, the Department is requesting an additional $80,000 in order to close out this construction contract.

FUNDING OPTIONS:

OPTION A: Approve this request for supplemental funds, as presented above, for $80,000 to allow the close-out of this project.

OPTION B: Deny this request and require the contractor pursue payment from the Department through further legal action. The Department has considered this option and determined that the future costs to resolve these issues would most likely be greater than the current request.

RECOMMENDED OPTION:

The Department recommends that this request for $80,000, as presented in Option A above, be approved to allow the close-out of this project.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5e.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-11-09**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission allocate an additional $292,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

Additional funds are needed for one previously approved project in order to award the construction contract.

RESOLUTION:

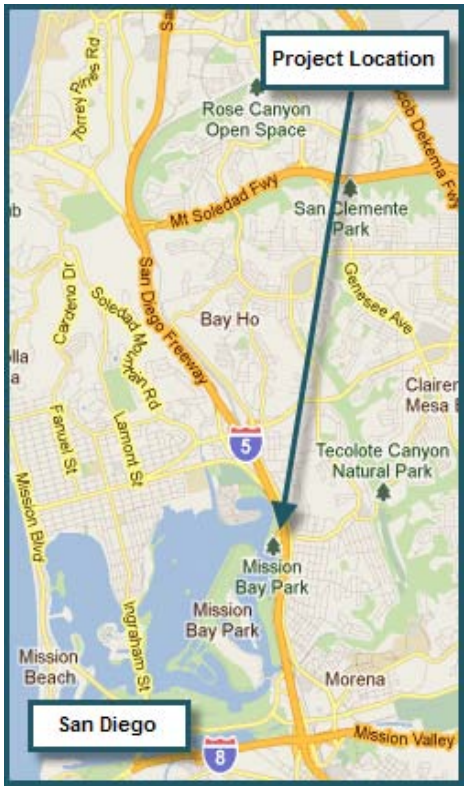
Resolved, that $292,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-302-0042 to provide additional funds to allow the following project to be awarded.

Project	Dist-Co-Rte	Original Allocated Amount	Current Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Current Allocation
1	11-SD-5	$590,000	$590,000	$292,000	$882,000	49.5%

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(2) Supplemental Funds for Previously Voted Projects					**Resolution FA-11-09**
1 $292,000 Department of Transportation San Diego 11-SD-5 R22.3	In the city of San Diego, at Clairemont Drive. Outcome/Output: Overlay the bridge deck and replace joint seals on one bridge to extend the bridge service life. Supplemental funds needed to award construction contract. Total Revised Amount: $882,000	11-1015 SHOPP 2009-10 302-0042 SHA 20.20.201.119 1100000783 4 403304	$590,000		$590,000
		SHOPP 2011-12 302-0042 SHA 20.20.201.119		$292,000	$292,000

RECOMMENDATION:

The Department recommends that this request for $292,000 be approved to allow this project to be awarded.



PROJECT DESCRIPTION:

This project is located in the city of San Diego at Clairemont Drive Overcrossing #57-0429. This project will remove two inches of the existing deck concrete surface for a portion of the structure and replace with a polyester concrete overlay; remove and patch unsound bridge deck concrete at spot locations; clean and seal the deck surface with methacrylate resin coating; replace joint seals; and reconstruct Americans with Disabilities Act (ADA) curb ramps.

The largest portion of the scope of work for this project is to remove and replace a portion of the bridge deck surface. The bridge deck has high chloride content which reduces concrete strength. The high chloride content is due to construction materials used when it was originally built in 1969 and has been made worse by its close proximity to the adjacent salt water environment of Mission Bay and the Pacific Ocean. The required deck concrete removal depth is at or below the top layers of deck reinforcement steel bars. Hydraulic demolition (hydro demo) techniques called out in the project specifications allow for the removal of deck concrete adjacent to steel reinforcement, which is not feasible with more common cold milling techniques. This project is unique as hydro demo is not often used in the typical Department deck maintenance operations.

FUNDING STATUS:

The project was amended into the 2010 SHOPP for $1,200,000 for construction in fiscal year (FY) 2010-11 and was voted for $590,000 in June 2011. The reason for this cost reduction was a reduction of the area of deck removal based on further deck concrete testing, in addition to other design refinements. Bids for this project were opened on September 15, 2011. Five bids were received for this project. One bidder requested and received relief from bid. The amount needed to award the contract to the current lowest bidder is $882,000. This request for $292,000 in supplemental funds results in an overall increase of 49.5 percent over the original vote amount. This contract will be awarded upon approval of this supplemental funds request.

REASONS FOR COST INCREASE:

While the Department was reviewing project bid results, it was determined that an error had been made in the engineer's estimate unit price for "Removal of Concrete Deck Surface". The engineer's estimate incorrectly reflected the unit price associated with cold milling instead of hydro demo. The unit price for hydro demo is significantly more that the unit price for cold milling due to equipment used, depth of concrete removed, working within the reinforcement layer, containment of water and debris, and especially the required drying of the deck to prepare for the follow-up polyester concrete overlay. Traffic handling requirements restrict time available to complete this work.

In addition, one bidder also incorrectly assumed common cold milling to remove the deck surface. When the bidder realized the specifications called for hydro demo and the depth and presence of reinforcement steel would not allow for a typical cold milling operation, they requested and received relief from their bid. Remaining bids assume the use of hydro demo in their estimates, which is consistent with the contract specifications.

An additional $292,000 in supplemental funds is needed in order to award this project to the low bidder.

FUNDING OPTIONS:

OPTION A: Approve this request as presented above for $292,000 to allow this project to be awarded.

OPTION B: Deny this request and direct the Department to down scope the project to remain within the allocated amount. The Department considered this option and determined that reducing the scope of work on this project, and executing another project to complete the deleted work later would result in greater costs and more disruption to the traveling public.

RECOMMENDED OPTION:

The Department recommends that this request of $292,000, as presented in Option A above, be approved to award the project to the low bidder.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECT RESOLUTION FA-11-10**

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission allocate an additional $546,000 for one State Highway Operation and Protection Program (SHOPP) project identified below.

ISSUE:

Additional funds are needed for one previously approved project in order to award the construction contract.

RESOLUTION:

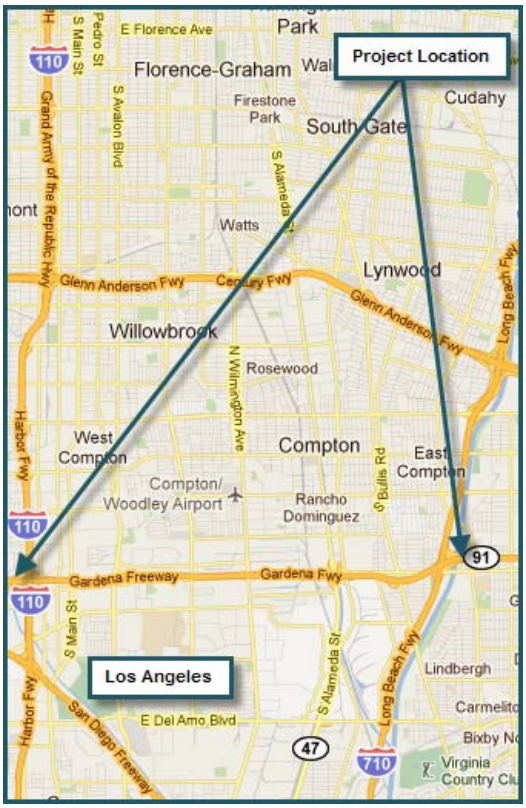
Resolved, that $546,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-302-0890 to provide additional funds to allow the following project to be awarded.

Project	Dist-Co-Rte	Original Allocated Amount	Current Allocation	Allocation Adjustment	Revised Allocation	% Increase Above Current Allocation
1	07-LA-91	$1,800,000	$1,800,000	$546,000	$2,346,000	30.3%

Project # Allocation Amount Recipient County Dist-Co-Rte Postmile	Location Project Description Reason for Supplemental Funds	PPNO Program Funding Year Item # Fund Type Program Codes Project ID Adv Phase EA	State Federal Current Amount by Fund Type	State Federal Additional Amount by Fund Type	State Federal Revised Amount by Fund Type
2.5e.(3) Supplemental Funds for Previously Voted Projects					**Resolution FA-11-10**
1 $546,000 Department of Transportation Los Angeles 07-LA-91 R6.4/12.0	In the city of Los Angeles, at the Route 110 connector Bridge #53-2549H and in Long Beach at Route 710 Bridges # 53-2142 and 53-2144K. Outcome/Output: Rehabilitate three bridges to extend the service life of the structures. Supplemental funds needed to award construction contract.	07-3922 SHOPP 2011-12 302-0890 FTF 20.20.201.110 0700001841 4 260504	$1,800,000		$1,800,000
	Total Revised Amount: $2,346,000	SHOPP 2011-12 302-0890 FTF 20.20.201.110		$546,000	$546,000

RECOMMENDATION:

The Department recommends that this request for $546,000 be approved to allow this project to be awarded.



PROJECT DESCRIPTION:

This project is located in the cities of Los Angeles and Long Beach, at the Route 110 Separation #53-2549H, and Route 710 Separation/Los Angeles River Bridges #53-2142 and #53-2144K. This project will remove unsound concrete spalls and fill with rapid-set concrete; remove approximately a half inch of the existing concrete deck surface, seal with methcrylate resin coating, and place a polyester concrete overlay; and replace joint seals and assemblies.

FUNDING STATUS:

The project was programmed into the 2010 SHOPP for $4,849,000 and was voted for $1,800,000 in August 2011 for construction in fiscal year (FY) 2011-12. Bids for this project were opened on October 13, 2011. Seven bids were received. The amount needed to award the contract to the lowest bidder, is $2,346,000. This request for $546,000 in supplemental funds results in an overall increase of 30 percent over the original vote amount. This contract will be awarded upon approval of this supplemental funds request.

REASONS FOR COST INCREASE:

The Department performed a bid analysis to evaluate the differences between the Engineer's Estimate and the contract bid items. The contract has 35 bid items. Three of these bid items have significant cost differences. These items are Bridge Removal (Portion), Furnish Polyester Concrete Overlay and Place Polyester Concrete Overlay.

BID ITEM	ENGINEER'S ESTIMATE	LOW BID	INCREASE
Bridge Removal (Portion)	$ 70,000	$ 100,000	$ 30,000
Furnish Polyester Concrete Overlay	$ 622,000	$ 949,000	$ 327,000
Place Polyester Concrete Overlay	$ 134,000	$ 319,000	$ 185,000
Miscellaneous Adjustments/Contingencies			$ 4,000
		TOTAL	**$ 546,000**

The unit prices used in the Department's estimate for Furnish Polyester Concrete Overlay and Place Polyester Concrete Overlay are lower than the bid amount due to a change in the market price between the time when the estimate was finalized and the bid opening. Recent statewide bids for these two items shows the unit price has risen significantly since the estimate on this project was finalized in March 2011; the estimate for this project was based on historical bid data available at that time. Approximately 50 percent of the furnish price of polyester concrete is directly tied to the price of crude oil and therefore varies with that commodity. The Department maintains an Asphalt Price Index that is used for adjustments to contract compensation for paving asphalt which considers variable crude oil prices. However, there is no similar index for polyester concrete.

An additional $546,000 in supplemental funds is needed in order to award this project to the low bidder.

FUNDING OPTIONS:

OPTION A: Approve this request as presented above for $546,000 to allow this project to be awarded.

OPTION B: Deny this request and direct the Department to down scope the project to remain within the allocated amount. The Department considered this option and determined that reducing the scope of work on this project, and executing another project to complete the deleted work later would result in greater costs and more disruption to the traveling public.

RECOMMENDED OPTION:

The Department recommends that this request of $546,000, as presented in Option A above, be approved to award the project to the low bidder.

State of California
Agency
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5e.(4)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **ALLOCATION FOR SUPPLEMENTAL FUNDS FOR PREVIOUSLY VOTED PROJECTS RESOLUTION FA-11-11**

RECOMMENDATION:

The Department of Transportation (Department) recommends that the California Transportation Commission (Commission) approve Resolution FA-11-11, allocating an additional $5,000,000 in State Transportation Improvement Program (STIP) Regional Improvement Program (RIP) funds, for the Route 91 Widening – Route 55 to Weir Canyon Road project (PPNO 4598A) in Orange County.

ISSUE:

Additional RIP funds are needed for one previously voted RIP and Corridor Mobility Improvement Account (CMIA) project in order to complete construction.

RESOLUTION:

Resolved, that $5,000,000 be allocated from the Budget Act of 2010, Budget Act Item 2660-304-6058, to provide additional funds for the project identified below.

Dist-Co-Rte	Original allocated Amount	Current Budget (All Funds)	Budget Adjustment	Revised Budget	% Increase Above Current Budget
12S-Ora-91	$60,409,000	$49,253,000	$5,000,000(1)	$54,253,000	8.9%

(1) $5,000,000 RIP

# Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Location Project Description	PPNO Budget Year Item # Fund Type Program Codes Project ID EA	Current Amount by Fund Type	Additional Amount by Fund Type	Revised Amount by Fund Type
2.5e.(4) Supplemental Funds for Previously Voted Funds					**Resolution FA-11-11**
1 **$5,000,000** Department of Transportation OCTA Orange 12S-Ora-91 9.1/15.6	In Anaheim, widen one lane in each direction from SR-55 (Lakeview Avenue) to Weir Canyon Road (Supplemental funds are needed to complete construction.) Total Revised Amount: $54,253,000.	12-4598A 2010-11 304-6058 TFA 20.20.075.600 2010-11 2010-11 304-6055 CMIA 20.20.721.000 1200000140 4 0G3304	**$31,316,000** $17,937,000	**$5,000,000**	**$36,316,000** $17,937,000

PROJECT DESCRIPTION:

The project is in the city of Anaheim (City) on Route 91 from Route 55 (Lakeview Avenue) to east of Weir Canyon Road. The project will construct one additional lane in each direction and modify the west bound on-ramps from the Lakeview Avenue Interchange.

FUNDING STATUS:

This project was programmed in the CMIA in June 2007. Construction was programmed with $47,800,000 of RIP funds and $22,000,000 of CMIA funds for a total of $69,800,000.

The Commission allocated $38,409,000 of RIP funds and $22,000,000 of CMIA funds for this project in January 2011 under Resolution CMIA-A-1011-004. A savings of $7,516,000 in RIP funds were returned to Orange County's regional share balance. Bids were opened in April 2011 and the project was awarded in May 2011 for $49,253,000. In June 2001, Resolution CMIA-AA-1011-024 de-allocated the $4,063,000 CMIA savings thereby reducing the original CMIA allocation of $22,000,000 to $17,937,000 to reflect contract award savings. The revised overall project budget amount is currently $49,253,000.

An additional $5,000,000 is needed to complete construction.

The funding status is summarized in the table below:

FUNDING SUMMARY (X $1,000)					
Fund	Programmed in Baseline Agreement	Committed at Time of Allocation	Project budget at Award	Proposed Supp. to Complete Contract	Net Programming Change
RIP	47,800	38,409	$ 31,316	5,000	5,000
CMIA	22,000	22,000	$ 17,937	0	0
Total	69,800	60,409	$ 49,253	5,000	5,000

REASONS FOR COST INCREASE:

The project as originally designed, would impact a total of 15 ramps. In order to minimize disruption to the public, the Department, in coordination with City staff, took an aggressive approach in developing a Traffic Management Plan (TMP) that focused on the accelerated delivery and the mitigation of traffic impacts. This resulted in the sequential closure of the ramps, which allowed for a shortened duration for construction, while keeping costs down. During the project development phase, it was realized that this approach would in fact achieve significant cost savings. The initial project cost was $69.8 million, however a savings of approximately $7.5 million was realized at the time the project was allocated. After the project was awarded, there was an additional $11,156,000 in savings reducing the total project budget to $49,253,000. After the construction contract was awarded on May 3, 2011, local users and businesses began to realize the impacts of the ramp closures and brought the issue to the attention of the Anaheim City Council, which in turn raised the Anaheim City Council's concerns. After numerous meetings with the City of Anaheim and Orange County Transportation Authority, it was decided that five high-volume ramps would be staged in such a manner as to remain open during construction operations. This proposal satisfied all parties. There is no change in scope. The additional cost of keeping these five ramps open is summarized in the table below.

Item	Cost
Two ramps at Weir Canyon Interchange	$2,082,563*
Three ramps at Imperial Highway Interchange	$2,832,879*
Additional traffic control using city personnel	$ 80,000
Total	**$4,995,442**

*The above cost estimates are based on the following major items of work: Increased traffic control, enhanced freeway service patrol, time-related overhead, additional signage and traffic handling, temporary concrete railing, temporary striping, temporary lighting, barricades, additional roadway work including roadway excavation, imported borrow, subbase, asphalt concrete and concrete paving and maintaining existing traffic management system during construction.

FUNDING OPTIONS:

OPTION A: Approve this request for supplemental funds, as presented above, for $5,000,000 to complete the construction contract.

OPTION B: Deny this request and direct the Department to proceed with the project as originally planned. This option would cause more disruption to the traveling public, since Route 91 is the only regional freeway for that area.

RECOMMENDED OPTION:

The Department recommends that this request of $5,000,000, as presented in Option A above, be approved to complete construction.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5a.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR MINOR PROJECTS RESOLUTION FP-11-21**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $297,000 for one State Highway Operation and Protection Program (SHOPP) Minor project.

ISSUE:

The attached vote list describes one SHOPP project for $297,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $297,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-302-0042 for one SHOPP Minor project described on the attached vote list.

The Department has complied with the National Environmental Policy Act and the California Environmental Quality Act requirements in preparing this project.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	EA Program ID Program	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5a. Minor Projects				**Resolution FP-11-21**
1 $297,000 Riverside 08-Riv-15 1.0	Near Temecula at 1.0 mile north of San Diego County line at the northbound Rainbow Truck Inspection Facility. Outcome/Outputs: Install an automated detection system, repair exhaust hood and overhead indicator systems, and replace damaged off-ramp pull boxes with traffic-rated type pull boxes. (This is a substitute project for EA 08-0N400)	0F2404 0800000121 SHOPP	2011-12 302-0042 SHA 20.20.201.321	$297,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5b.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR SHOPP PROJECTS**
RESOLUTION FP-11-22

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission allocate $19,064,000 for six projects programmed in the 2010 State Highway Operation and Protection Program (SHOPP) and $930,000 for one additional project amended into the SHOPP by Department action.

ISSUE:

The attached vote list describes seven SHOPP projects totaling $19,994,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $19,994,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-302-0042 and 2660-302-0890 for seven SHOPP projects described on the attached vote list.

The Department has complied with the National Environmental Policy Act and the California Environmental Quality Act requirements in preparing these projects.

Attachment

2.5 Highways Financial Matters

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) SHOPP Projects				**Resolution FP-11-22**
1 $2,350,000 Mendocino 01-Men-Var Var	In Mendocino County, at various locations. Outcome/Output: Reconstruct metal beam guard railing to current standards at 244 locations to reduce the number and severity of collisions. (Office of Traffic Safety (OTS) Federal grant contribution: $5,000,000)	01-4452 SHOPP/11-12 $3,900,000 0100000260 4 464204	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.015	$47,000 $2,303,000
2 $13,300,000 Shasta 02-Sha-299 40.7/60.0	In and near Montgomery Creek, from 0.3 mile west of Backbone Ridge Road to Big Bend Road. Outcome/Output: Rehabilitate 36.6 lane miles of pavement to extend the service life of the highway and enhance highway safety.	02-3240 SHOPP/11-12 $20,413,000 0200000183 4 2C8104	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.121	$266,000 $13,034,000
3 $1,234,000 Marin 04-Mrn-101 7.4	Near Corte Madera, at Tamalpais Drive. Outcome/Output: Repair slope embankment at one location by replacing existing fill with lightweight cellular concrete material to alleviate pavement settlement.	04-0268R SHOPP/11-12 $2,224,000 0400001248 4 4S5504	2011-12 302-0890 FTF 20.20.201.131	$1,234,000
4 $350,000 Los Angeles 07-LA-14 60.0/69.3	In Palmdale and Lancaster from north of Palmdale Boulevard to north of Avenue I. Outcome/Output: Install 9.3 miles of metal beam guardrail to reduce the number and severity of collisions. (Office of Traffic Safety (OTS) federal grant contribution: $2,000,000)	07-4124 SHOPP/11-12 1,528,000 0700020199 4 274004	2011-12 302-0890 FTF 20.20.201.015	$350,000
5 $900,000 Los Angeles 07-LA-210 R32.9/R39.6	In Monrovia, Duarte, and Azusa, at various locations from Huntington Drive to Azusa Avenue (Route 39). Outcome/Output: Construct three maintenance vehicle pullouts, one retaining wall, 20 freeway access gates, cable railing and textured paving to improve worker safety.	07-4010 SHOPP/11-12 $1,502,000 0700000502 4 267004	2011-12 302-0042 SHA 20.20.201.230	$900,000
6 $930,000 San Diego 11-SD-Var Var	In San Diego County, on Routes 5, 8, 15, 163 and 805. Outcome/Output: Replace overhead and roadside signs at 53 locations to update access point information that has changed since relinquishment of two former routes; to upgrade sign panel materials for increased visibility and legibility; and to provide exit numbering information.	11-0765 SHOPP/11-12 $2,239,000 1100000370 4 291704	2011-12 302-0890 FTF 20.20.201.170	$930,000

Project # Allocation Amount County Dist-Co-Rte Postmile	Location Project Description	PPNO Program/Year Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5b.(1) Projects Amended into the SHOPP by Department Action				**Resolution FP-11-22**
7 $930,000 Humboldt 01-Hum-101 R45.9/R47.6	Near Stafford, from Jordan Road to Stafford Road. Outcome/Output: Place two inches of Open Graded Friction Course asphalt concrete to reduce the frequency and severity of run off the road, wet weather collisions.	01-2296 SHOPP/11-12 $880,000 0100020104 4 498804	2011-12 302-0042 SHA 302-0890 FTF 20.20.201.010	$19,000 $911,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

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

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP PROJECTS OFF THE STATE HIGHWAY SYSTEM**
RESOLUTION FP-11-23

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission allocate $5,623,000 for 17 locally administered State Transportation Improvement Program (STIP) projects off the State Highway System, as follows:

- $421,000 for two STIP projects; and
- $4,444,000 for 11 STIP Transportation Enhancement projects; and
- $758,000 for four STIP Programming, Planning, and Monitoring projects.

ISSUE:

The attached vote list describes 17 locally administered STIP projects off the State Highway System totaling $5,623,000, plus $10,706,000 from other sources. The local agencies are ready to proceed with these projects and are requesting allocations at this time.

FINANCIAL RESOLUTION:

Resolved, that $5,623,000 be allocated from the Budget Act of 2011, Budget Act Items 2660-101-0042 and 2660-101-0890 for the 17 locally administered STIP projects described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Locally Administered STIP Projects off the State Highway System**			**Resolution FP-11-23**
1 $21,000 Lake County LAPC 01-Lake	Cole Creek Bridge. Near Kelseyville, on Soda Bay Road at Cole Creek. Replace bridge. (HBP Match) (A six-month time extension for R/W was approved at the June 2011 CTC meeting and expires on December 31, 2011.) (Contributions from other sources: $96,000.) Outcome/Output: Reduce flooding, increase the safety of the road, reduce traveler delays, improve trip quality, and increase trip reliability.	01-3070 RIP / 10-11 PS&E $17,000 R/W $4,000 0100000496	2011-12 101-0042 SHA 20.30.600.620	$21,000
2 $400,000 Tehama County Tehama LTC 02-Tehama	Bowman Road Bridge (#08C-0009). Near Red Bluff, on Bowman Road at South Fork Cottonwood Creek. Replace bridge. (HBP Match) (A six-month time extension was approved at the June 2011 CTC meeting and expires on December 31, 2011.) (Contributions from other sources: $9,766,000.) Outcome/Output: Replace a seismically deficient, functionally obsolete structure with one that meets current standards.	02-2148 RIP / 10-11 PS&E $102,000 R/W $48,000 CONST $250,000 0200000351	2011-12 101-0042 SHA 20.30.600.620	$400,000

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Locally Administered STIP Transportation Enhancement Projects off the State Highway System**			**Resolution FP-11-23**
3 $50,000 Mendocino County MCOG 01-Mendocino	Branscomb Road Bridge. Near Laytonville, along Branscomb Road (County Road 429), at Post Mile (PM) 25.41. Install 150' long, prefabricated pedestrian/multi-use bridge across Ten Mile Creek. Outcome/Output: This project will improve safety and enhance transportation for pedestrians, bicyclists, and equestrians by allowing them to cross Ten Mile Creek on Branscomb Road, CR 429 at PM 25.41 without having to use the existing roadway bridge.	01-4517 RIP TE / 11-12 PA&ED $50,000 0112000167	2011-12 101-0890 FTF 20.30.600.731	$50,000
4 $20,000 Mendocino County MCOG 01-Mendocino	Pedestrian Safety Improvement - Grace Hudson School. In Ukiah near Grace Hudson School on State Street, (County Road 104A). Construct bulb-outs at crosswalks, improved traffic control signage and striping. Outcome/Output: This project will improve safety and enhance transportation for pedestrians and bicyclists.	01-4518 RIP TE / 11-12 PA&ED $20,000 0112000168	2011-12 101-0890 FTF 20.30.600.731	$20,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Locally Administered STIP Transportation Enhancement Projects off the State Highway System**			**Resolution FP-11-23**
5 $1,928,000 City of Berkeley MTC 04-Alameda	Bay Trail Extension - Segment One. In Berkeley, at the Berkeley Marina. Construct 2,700 linear feet of paved bicycle/pedestrian trail. (A six-month time extension was approved at the June 2011 CTC meeting and expires on December 31, 2011.) (Concurrent Future Consideration of Funding – Resolution E-11-88; December 2011.) (Contributions from other sources: $313,000.) Outcome/Output: This project will provide a 1.3-mile trail for bicycles, pedestrians, and wheelchairs that will take users from the main spine of the Bay Trail at West Frontage Road out to Eastshore State Park, the Berkeley Marina and the Bay shoreline. Segment 1 of the project will enhance the Bay Trail by providing a non-motorized transportation facility from the main spine of the Bay Trail along West Frontage Road out to the public shoreline access point at the South Sailing Basin.	04-2100G RIP TE / 10-11 CONST $1,928,000 0400020957	2011-12 101-0890 FTF 20.30.600.731	$1,928,000
6 $355,000 City of El Paso de Robles SLOCOG 05-San Luis Obispo	South River Road Bike and Pedestrian Path. In Paso Robles, on South River Road from Navajo Road to Creston Road. Class I bike and pedestrian path. (A six-month time extension for allocation of FY 2010-11 funds programmed for construction expires 12/31/11 per Waiver-11-32.) Outcome/Output: There is currently a 2,800 linear foot gap in the City's bike/pedestrian system from Union Road to Larry Moore Park. This project would complete the gap and provide connection between neighborhoods and two major shopping centers.	05-1978 RIP TE / 10-11 CONST $355,000 0500000868	2011-12 101-0890 FTF 20.30.600.731	$355,000
7 $800,000 City of El Paso de Robles SLOCOG 05-San Luis Obispo	South River Road Bike and Pedestrian Path Phase 2. In Paso Robles, on South River Road, from Navajo Road to 1,800 feet north of Navajo Road. Construct Class I bicycle and pedestrian path. (Contributions from other sources: $101,000.) Outcome/Output: There is currently a 2800 LF gap in the City's bike/pedestrian system from Union Road to Larry Moore Park. This project would complete the gap and provide connection between neighborhoods and two major shopping centers.	05-1978A RIP TE / 10-11 CONST $800,000 0500000868	2011-12 101-0890 FTF 20.30.600.731	$800,000
8 $251,000 City of Selma COFCG 06-Fresno	Selma Bicycle Improvements. In Selma, on West Front Street and Golden State Boulevard between Todd Street and Chicago Canal in the city of Selma. Construct Class I bicycle path and Class II bike lanes. (Allocation funded from 2011-12 TE Reserve PPNO B002.) Outcome/Output: Construct 2.6 miles of bike/pedestrian facilities and increase mobility.	06-B002P RIP TE / 11-12 CONST $251,000 0612000135	2011-12 101-0890 FTF 20.30.600.731	$251,000
9 $34,000 City of Taft KCOG 06-Kern	Hillard Street Pedestrian/Bicycle Improvements. In Taft, on Hillard Street, from "A" Street to "Rails to Trails". Construct pedestrian and bicycle Improvements. (Contributions from other sources: $5,000.) Outcome/Output: New landscaped bike and pedestrian path resulting in approximately 1,600 feet of bike/pedestrian facilities.	06-6555 RIP TE / 11-12 PA&ED ~~$14,000~~ **$34,000** PS&E ~~$20,000~~ **$0** 0612000120	2011-12 101-0890 FTF 20.30.600.731	$34,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Locally Administered STIP Transportation Enhancement Projects off the State Highway System**			**Resolution FP-11-23**
10 $565,000 City of California City KCOG 09-Kern	California City Boulevard Pedestrian Improvements. In California City, on California City Boulevard from Yerba Boulevard to Neuralia Road. Construct sidewalk and sidewalk improvements. (Contributions from other sources: $73,000.) (A six-month time extension for allocation of FY 2010-11 funds programmed for construction expires 12/31/11 per Waiver-11-12.) Outcome/Output: The project will construct approximately one mile of sidewalk along with ADA compliant ramps to provide greater pedestrian safety.	09-2520 RIP TE / 10-11 CONST $565,000 0900020027	2011-12 101-0890 FTF 20.30.600.731	$565,000
11 $141,000 City of Jackson Amador CTC 10-Amador	Kennedy Tailing Wheels Park Building. In Jackson in the Kennedy Tailing Wheels Park. Erect a building similar in shape and size to the original building that housed one of several Kennedy Mine Tailing Wheels. (Allocation funded from FY 2011-12 TE Reserve PPNO 0015.) Outcome/Output: The project enhances the opportunity for all who travel along SR 49/88 to experience the unique grandeur of the remaining tailing wheel, the lore of hard rock mining, and the area's rich history.	10-0015A RIP TE / 11-12 PA&ED $141,000 1012000098	2011-12 101-0890 FTF 20.30.600.731	$141,000
12 $27,000 San Diego County SANDAG 11-San Diego	Seetwater Bikeway – Plaza Bonita Segment. In the city of National City and the unincorporated San Diego County, from approximately 2,000 feet north of the Bonita Mesa Road/Plaza Bonita Road intersection to approximately 400 feet south of the same intersection. Construct Class I bike path. (Allocation funded from FY 2011-12 TE Reserve PPNO 7421.) Outcome/Output: The project is a segment of a 24-mile planned Class I regional bike path route around San Diego Bay. The route will serve both the recreational and commuter bicyclist needs.	11-7421X RIP TE/11-12 PA&ED $27,000 1112000056	2011-12 101-0042 SHA 101-0890 FTF 20.30.600.731	$3,097 $23,903
13 $273,000 Orange County OCTA 12-Orange	17th Street Median Landscaping. 17th Street from Prospect Avenue to Newport Avenue in the county of Orange. Installation of irrigation system & planting in constructed raised medians & existing parkways. (Allocation funded from FY 2011-12 TE Reserve PPNO 2134.) (Contributions from other sources: $352,000.) Outcome/Output: Provide 1.1 miles of landscaped improvements on 17th Street.	12-2135U RIP TE / 11-12 CONST $273,000 1212000006	2011-12 101-0890 FTF 20.30.600.731	$273,000

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(3)	**Local STIP Planning, Programming and Monitoring Projects**			**Resolution FP-11-23**
14 $17,000 Alpine County Transportation Commission Alpine LTC 10-Alpine	Planning, Programming and Monitoring	10-A1950 RIP/11-12 CONST $17,000 1012000081	2011-12 101-0042 SHA 20.30.600.670	$17,000
15 $57,000 Amador County Transportation Commission Amador CTC 10-Amador	Planning, Programming and Monitoring	10-B1950 RIP/11-12 CONST $57,000 1012000088	2011-12 101-0042 SHA 20.30.600.670	$57,000
16 $78,000 Mariposa County Transportation Commission Mariposa LTC 10-Mariposa	Planning, Programming and Monitoring	10-4957 RIP/11-12 CONST $78,000 1012000108	2011-12 101-0042 SHA 20.30.600.670	$78,000
17 $606,000 Stanislaus Council of Governments StanCOG 10-Stanislaus	Planning, Programming and Monitoring	10-9953 RIP/11-12 CONST $606,000 1012000094	2011-12 101-0042 SHA 20.30.600.670	$606,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5c.(5)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STIP TRANSPORTATION ENHANCEMENT PROJECTS OFF THE STATE HIGHWAY SYSTEM (ADVANCEMENT) RESOLUTION FP-11-24**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $494,000 for the Edison Right of Way Bike Path (PPNO 2135V) locally administered State Transportation Improvement Program (STIP) Transportation Enhancement (TE) project in Orange County, off the State Highway System programmed in fiscal years (FY) 2011-12 and FY 2012-13.

ISSUE:

The attached vote list describes one locally administered STIP TE project off the State Highway System programmed in FY 2011-12 and FY 2012-13 totaling $494,000 plus $504,864 from other sources. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $494,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-101-0890 for the one locally administered STIP TE project described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(5)	**Locally Administered STIP Transportation Enhancement Projects off the State Highway System (ADVANCEMENT)**			**Resolution FP-11-24**
1 $494,000 City of Anaheim OCTA 12-Orange	Edison Right of Way Bike Path. Within the Southern California Edison easement located west of Magnolia Avenue, from Lola Avenue in the City of Stanton to Broadway. Construct Class I pedestrian and bicycle trail. (Allocation funded from FY 2011-12 and FY 2012-13 TE Reserve PPNO 2134.) (Contributions from other sources: $504,864.) Outcome/Output: Provide 0.9 mile of Class 1 pedestrian and bicycle trail.	12-2135V RIP TE / 11-12 CONST $195,000 RIP TE / 12-13 CONST $299,000 1200020327	2011-12 101-0890 FTF 20.30.600.731	$494,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5c.(7)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR ENVIRONMENTAL ENHANCEMENT AND MITIGATION PROGRAM PROJECTS**
RESOLUTION FP-11-25

RECOMMENDATION:

The Department of Transportation recommends the California Transportation Commission approve the Resolution FP-11-25, allocating $245,000 for the Stevens Creek Corridor Park & Restoration Project, Phase 2 Environmental Enhancement and Mitigation (EEM) Program project in Santa Clara County.

ISSUE:

The attached vote list describes one EEM Program project off the State Highway System totaling $245,000, plus $2,450,000 from other sources. The agency for this project is ready to proceed and is requesting an allocation at this time.

The Budget Act of 2010 appropriates $10 million for the EEM Program. This is the fifth allocation from the EEM program which leaves a remaining balance of $0 for future allocations.

FINANCIAL RESOLUTION:

Resolved, that $245,000 be allocated from the Budget Act of 2010, Item 2660-101-0183, for one Environmental Enhancement and Mitigation Program project, as described on the attached vote list.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Applicant RTPA/CTC Dst-County	Location Project Description	Program EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5c.(7) Locally Administered Environmental Enhancement and Mitigation Project				**Resolution FP-11-25**
1 $245,000 City of Cupertino MTC 04-Santa Clara	Stevens Creek Corridor Park & Restoration Project, Phase 2. Extend the regional multi-use Stevens Creek Trail, restore 1,800 feet of riverine and riparian habitat along Stevens Creek, and open 5 acres of parkland to the public. Over 2 acres of native riparian, wetland and oak woodland plantings will be installed, a local orchard restored, and wildlife habitat improved. (Contribution from other sources: $2,450,000.)	EEM / 10-11 $245,000 20-35	2010-11 101-0183 EEM 20.30.207.811	$245,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5g.(1a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-A-1112-016**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $78,147,000 for two State administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program projects.

ISSUE:

The attached vote list describes two State administered CMIA projects for $78,147,000, plus $18,800,000 from local sources. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $78,147,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-304-6055 and 2660-004-6055 for two State administered Proposition 1B Corridor Mobility Improvement Account projects described on the attached vote list.

Be it Further Resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Corridor Mobility Improvement Program.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1a)	**Proposition 1B – State Administered CMIA Project on the State Highway System**		**Resolution CMIA-A-1112-016**	
1 $40,200,000 Department of Transportation SANDAG San Diego 11S-SD-15 M15.0/M16.4	Mira Mesa Direct Access Ramp. In San Diego from Carroll Canyon Road Overcrossing to 0.5 mile north of Mira Mesa Boulevard Undercrossing. Construct direct access ramp and transit station. Final Project Development: N/A Final Right of Way: N/A (Project Scope is consistent with the concurrent baseline agreement approved under Resolution CMIA-P-1011-01B in August 2011.) (Future Consideration of Funding – Resolution E-09-44, June 2009.) (Contributions from local sources: $18,800,000.) <u>Outcome/Output:</u> This project will provide direct access to the Interstate 15 (I-15) Managed lanes facility for buses, HOV's, and FasTrak users, and facilitate transit operations along the I-15 corridor and within the Mira Mesa/Scripps Ranch community.	11-0661E CMIA/10-11 CONST ENG $8,000,000 CONST $32,200,000 1100000454 4 2T0951	004-6055 CMIA 2011-12 304-6055 CMIA 20.20.721.000	$8,000,000 $32,200,000
2 $37,947,000 Department of Transportation SANDAG San Diego 11S-SD-805 9.4/13.8	I-805 HOV/Managed Lanes – South (SR54 to SR94) In San Diego and National City from 0.6 mile north of Route 805/54 separation to 0.2 mile north of Federal Boulevard Undercrossing. Construct two express/HOV lanes. Final Project Development: N/A Final Right of Way: N/A (Project Scope is consistent with the concurrent baseline agreement approved under Resolution CMIA-P-1011-01B in August 2011.) (Concurrent Future Consideration of Funding – Resolution E-11-87, December 2011.) <u>Outcome/Output:</u> Construct two HOV/Express lanes in Median, one in each direction.	11-0730A CMIA/11-12 CONST ENG $2,000,000 CONST $35,947,000 1100020049 4 2T1801	004-6055 CMIA 2011-12 304-6055 CMIA 20.20.721.000	$2,000,000 $35,947,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5g.(1b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED MULTI-PROGRAMMED PROJECTS ON THE STATE HIGHWAY SYSTEM**
RESOLUTION FP-11-26
RESOLUTION CMIA-A-1112-019

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $23,760,000 for the State Route 219 Widening – Phase 2 (PPNO 9940C), State administered Multi-programmed State Transportation Improvement Program (STIP)/Proposition 1B Corridor Mobility Improvement Account (CMIA) Program project in Stanislaus County, on the State Highway System.

ISSUE:

The attached vote list describes one State administered STIP/CMIA project for $23,760,000, plus $4,480,000 from other sources. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $23,760,000 be allocated from the Budget Act of 2010 and the Budget Act of 2011, Budget Act Item 2660-304-6058 and 2660-304-6055 for the State administered State Transportation Improvement Account/Proposition 1B Corridor Mobility Improvement Account project described on the attached vote list.

Be it Further Resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Corridor Mobility Improvement Program.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC County Dist-Co-Rte Postmile	Project Title Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1b)	**Proposition 1B – State-Administered Multi-Funded STIP/CMIA Project on the State Highway System**		**Resolution CMIA-A-1112-019** **Resolution FP-11-26**	
1 $23,760,000 Department of Transportation StanCOG Stanislaus 10N-Sta-219 2.9/4.9	State Route 219 Widening – Phase 2. Near Salida, on Route 219 from Morrow Road to Route 108. Widen to 4 lanes. Final Project Development: (RIP) Support Estimate: $ 3,100,000 Programmed Amount: $ 2,000,000 Adjustment: $ 1,100,000 (Debit) Final Right of Way: (RIP) Right of Way Estimate: $19,781,000 Programmed Amount: $19,000,000 Adjustment: $ 0 (< 20%) (An eight-month time extension for CON was approved at the June 2011 CTC meeting and expires on February 28, 2012.) (Future Consideration of Funding under Resolution E-04-16; August 2004.) (Concurrent CMIA Program amendment under Resolution CMIA-PA-1112-017; December 2011.) (Project scope is consistent with the baseline agreement approved under Resolution CMIA-PA-0708-015 in June 2008.) (Contributions from other sources: $4,480,000.) Outcome/Output: Daily Travel Time Savings of 1,302 hours. Peak Period Time Savings of 51,851 minutes.	10-9940C RIP / 10-11 CONST ENG ~~$3,500,000~~ **$4,300,000** CONST $4,947,000 CMIA/10-11 CONST $18,813,000 1000000013 4 0A8724	2010-11 304-6058 TFA 20.20.075.600 2011-12 304-6055 CMIA 20.20.721.000	$4,947,000 $18,813,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5g.(1c)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED CORRIDOR MOBILITY IMPROVEMENT ACCOUNT PROJECTS ON THE STATE HIGHWAY SYSTEM RESOLUTION CMIA-A-1112-017**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $9,500,000 for the US 50 HOV Lanes Phase 2A Segment 1 (PPNO 3283B) locally administered Proposition 1B Corridor Mobility Improvement Account (CMIA) Program project in El Dorado County, on the State Highway System.

ISSUE:

The attached vote list describes one locally administered CMIA project for $9,500,000 plus $10,600,000 from local sources. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $9,500,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-304-6055 for one locally administered Proposition 1B Corridor Mobility Improvement Account project described on the attached vote list.

Be it Further Resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B Corridor Mobility Improvement Program.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description Project Funding	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(1c) Proposition 1B – Locally Administered CMIA Project on the State Highway System				**Resolution CMIA-A-1112-017**
1 $9,500,000 El Dorado County Department of Transportation SACOG El Dorado 03N-ED-50 2.9/5.2	US 50 HOV Lanes Phase 2A Segment 1 - Bass Lake to Cambridge Road. In El Dorado County on Route 50 from Bass Lake Road to Cambridge Road. Construct HOV lanes. Final Project Development: N/A Final Right of Way: N/A (Project Scope is consistent with the concurrent baseline agreement approved under Resolution CMIA-P-1011-01B in August 2011.) (Future Consideration of Funding – Resolution E-08-12, September 2008.) (Contributions from local sources: $10,600,000.) Outcome/Output: Once completed, this project will result in daily vehicle-hours of delay savings of about 1,246 hours.	03-3283B CMIA/11-12 CONST $9,500,000 0300000451 4CONL 3A7124	2011-12 304-6055 CMIA 20.20.721.000	$9,500,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5g.(2a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED STATE ROUTE 99 PROJECTS ON THE STATE HIGHWAY SYSTEM**
RESOLUTION R99-A-1112-003

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $189,500,000 for three State administered Proposition 1B State Route 99 (SR99) Program projects on the State Highway System.

ISSUE:

The attached vote list describes three State administered SR99 projects for $189,500,000. The Department is ready to proceed with these projects and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $189,500,000 be allocated from the Budget Act of 2010 and the Budget Act of 2011, Budget Act Item 2660-004-6072 and 2660-304-6072 for three State administered Proposition 1B State Route 99 Program projects described in the attached vote box.

Be it Further Resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B State Route 99 Program.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Project Title Location Project Description	PPNO Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Item # Fund Type	Amount by Fund Type
2.5g.(2a) Proposition 1B –State Administered Route 99 Projects on the State Highway System			**Resolution R99-A-1112-003**	
1 $500,000 Department of Transportation TCAG, COFCG Tulare, Fresno 06S-Tul, Fre-99 41.3/R53.9, R0.0/R1.2	Goshen to Kingsburg Landscape. Between Goshen and Kingsburg, from the Goshen Overhead to Route 201. (Future Consideration of Funding – Resolution E-07-01, February 2007.) (This project will provide mitigation landscaping for the Goshen to Kingsburg 6-Lane project (PPNO 6480), which received a construction allocation in May 2010 under Resolution R99-A-0910-006.) Outcome/Output: 40 acres of landscape planting.	06-6480Y SR 99/11-12 PS&E $500,000 0612000051 4 324511	004-6072 SR99 20.20.722.000	$500,000
2 $139,000,000 Department of Transportation MCAG Merced 10N-Mer-99 4.6/10.5	Arboleda Road Freeway. Near Merced, on Route 99 from Buchanan Hollow Road to Miles Creek overflow. Convert to 6-lane freeway and construct interchange at Arboleda Road. (TCRP #104) Final Project Development Adjustment: Support Estimate: $4,659,000 Programmed Amount: $5,617,000 Adjustment: $ 0 <20% Final Right of Way Share Adjustment: Right of Way Estimate: $26,720,000 Programmed Amount: $25,870,000 Adjustment: $ 0 <20% (Related Route 99 program amendment under Resolution R99-PA-1112-017; December 2011.) (Future Consideration of Funding – Resolution E-07-04, March 2007.) Outcome/Output: Daily travel time savings of 87 hours. Peak period time savings of 6,951 minutes.	10-5414 SR 99/11-12 CONST ENG $12,000,000 CONST $127,000,000 1000000430 4 415704	004-6072 SR99 20.20.722.000 2011-12 304-6072 SR99 20.20.722.000	$12,000,000 $127,000,000
3 $50,000,000 Department of Transportation SJCOG San Joaquin 10N-SJ-99 4.9/14.2	State Route 99 Widening in Manteca and San Joaquin Phase 1. In Manteca, from 0.9 mile south of Route 120 west to 0.4 mile south of Arch Road. Widen highway from 4 to 6 lanes, and construct auxiliary lanes. (Future Consideration of Funding – Resolution E-10-60, July 2010.) Outcome/Output: Widen 8.3 miles of SR 99 from 4 to 6 lanes (16.6 lane miles).	10-7634A SR 99/11-12 CONST ENG $5,000,000 CONST $45,000,000 1000020440 4 0E6114	004-6072 SR99 2010-11 304-6072 SR99 20.20.722.000	$5,000,000 $45,000,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5g.(2b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B STATE ADMINISTERED STATE ROUTE 99 CORRIDOR BOND PROGRAM PROJECT RESOLUTION R99-AA-1112-001, AMENDING RESOLUTIONS R99-AA-1011-008 AND R99-A-0910-002**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution R99-AA-1011-008 to allocate Proposition 1B State Route (SR) 99 Corridor Bond program funds to the North Fresno 6-Lane project (PPNO 6274A) in Fresno County in the amount of $500,000 for the environmental phase and $1,500,000 for the design phase.

BACKGROUND:

All of the funding mentioned in the following paragraphs is SR 99 Corridor Bond program funding, which is the only source of funding for the North Fresno 6-Lane project or the Island Park 6-Lane project.

In June 2007, the Commission programmed the Island Park 6-Lane project (PPNO 6274) in the SR 99 Corridor Program with $2,300,000 for the environmental phase and $5,800,000 for the design phase.

In December 2008, the Commission allocated $2,300,000 for the environmental phase of the Island Park 6-Lane project.

In October 2009, the Commission approved an amendment to split the North Fresno 6-Lane project (PPNO 6274A) from the Island Park 6-Lane project. The amendment increased the total programming for the environmental phase from $2,300,000 to $3,200,000; with $500,000 to the North Fresno 6-Lane project and $2,700,000 to the Island Park 6-Lane project. The previous allocation of $2,300,000 for the environmental phase remained with the Island Park 6-Lane project. The amendment also decreased the total programming for the design phase from $5,800,000 to $4,900,000; with $1,500,000 to the North Fresno 6-Lane project and $3,400,000 to the Island Park 6-Lane project.

In January 2010, the Commission approved allocations of $3,500,000 for construction support and $21,000,000 for construction for the North Fresno 6-Lane project per Resolution R999-A-0910-002.

In November 2010, the Commission approved Resolution R99-AA-1011-008 de-allocating $3,730,000 in construction funds for the North Fresno 6-Lane project to reflect contract award savings.

The Department neglected to request a timely allocation of the $500,000 programmed to the environmental phase, and the $1,500,000 programmed to the design phase, for the North Fresno 6-Lane project. As a result, the Department has accrued charges against these components in the course of delivery of the North Fresno 6-Lane project. This allocation amendment reduces the $3,730,000 de-allocated in Resolution R99-AA-1011-008 by $2,000,000.

The necessary changes are reflected in strikethrough, bold and underline on the attachment.

RESOLUTIONS:

Be it Resolved, that $24,500,000 in State Route 99 Corridor Bond program funds (Budget Act Item 2660-304-6072) originally allocated under Resolution R99-A-0910-002 for the North Fresno 6-Lane project (PPNO 6274A) in Fresno County, which was reduced to $20,770,000 under Resolution R99-AA-1011-008, is hereby amended to allocate $500,000 of SR 99 Corridor Bond program funds for the environmental phase and $1,500,000 of SR Corridor Bond program funds for the design phase, increasing the SR 99 Corridor Bond program allocation to $22,770,000 in accordance with the attachment.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC Dist-Co-Rte Postmile	Location Project Description Project Funding	EA PPNO Program/Year Phase Prgm'd Amount	Budget Year Item # Fund TypeProgram Code	Amount by Fund Type
2.5g.(2b)	**Financial Allocation Amendment - Proposition 1B Route 99** **State Administered Project on the State Highway System**		**Resolution R99-AA-1112-001** Amending Resolution R99-AA-1011-008 and Resolution R99-A-0910-002	
1 ~~$24,500,000~~ **~~$20,770,000~~** **$22,770,000** Department of Transportation COFCG Fresno 06S-Fre-99 26.7/30.6	In and near the city of Fresno, from Ashlan Avenue to 0.2 mile north of Grantland Avenue. Final Project Development Adjustment: N/A Final Right of Way Share Adjustment: N/A (Route 99 Amendment [Resolution R99-PA-0910-005].) (CEQA – Exempt [PRC21080(b)]) BOND FUNDS FOR THIS PROJECT MAY BE CHANGED TO FEDERAL STIMULUS FUNDING SHOULD SUCH FUNDING BECOME AVAILABLE PRIOR TO AWARD. **(Savings of $3,730,000 CONST to be returned to the SR 99 Corridor Bond program.)** **Amend Resolution R99-A-0910-002 to de-allocate $3,730,000 CONST to reflect award savings.** **Amend Resolution R99-AA-1011-008 to allocate $500,000 PA&ED and $1,500,000 PS&E.** Outcome/Output: This project proposes to construct 7.8 new miles of lanes. This improvement will save 1,795 daily vehicle hours of delay.	442611 06-6274A SR 99 / 09-10 CONST ENG $3,500,000 CONST ~~$21,000,000~~ **$17,270,000** **PA&ED** **$500,000** **PS&E** **$1,500,000**	2009-10 004-6072 SR99 2009-10 304-6072 SR9920.20.722.0 00	$3,500,000 ~~$21,000,000~~ **$17,270,000** **$500,000** **$1,500,000**

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5g.(7g)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Robert Copp
Division Chief
Traffic Operations

Subject: **FINANCIAL ALLOCATION AMENDMENT FOR PROPOSITION 1B TRAFFIC LIGHT SYNCRHONIZATION PROJECTS VOTED OFF THE DELIVERED LIST RESOLUTION TLS1B-AA-1112-007, AMENDING RESOLUTION TLS1B-A-0910-002**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution TLS1B-A-0910-002, originally approved on April 7, 2010, to rescind the allocations for Project 5 (EA 07-4U4234L) for the City of Compton (City), revising the total amount for Resolution TLS1B-A-0910-002 from $11,786,000 to $10,736,000.

ISSUE:

In April 7, 2010, the Commission approved Resolution TLS1B-A-0910-002 allocating $11,786,000 for six projects funded from the Proposition 1B Traffic Light Synchronization Program (TLSP). When an agency receives allocation the agency has six months to award the project and be ready to start construction. The City received allocation over a year ago and hasn't started construction. The Department has been unsuccessful in contacting the City to get a status update on the project.

The Department requests that the allocation for Projects 5 be rescinded.

RESOLUTION:

Be it Resolved, that the California Transportation Commission does hereby rescind $1,050,000 allocated under Resolution TLS1B-A-0910-002 for Project 5 (EA 07-4U4234L), thereby reducing the total amount allocated under Resolution TLS1B-A-0910-002 to $10,736,000; and

Be it further Resolved, that Resolution TLS1B-A-0910-002 is hereby amended.

Attachment

2.5 Highway Financial Matters

Project # / Allocation Amount / Recipient Agency / Dst-County / RTPA/MPO	Corridor Name / Project Location	Dst-EA / Prgm'd Amt / Phase	Budget Year / Item # / Fund Type	Amount by Fund Type
2.5g.(7g) Delivered List Allocations: Proposition 1B - Traffic Light Synchronization Program Projects			**Resolution TLS1B-AA-1112-007** Amending Resolution TLS1B-A-0910-002	
~~5~~ ~~$1,050,000~~ ~~City of Compton~~ ~~LACMTA~~ ~~07-Los Angeles~~	~~In the City of Compton. Outcome/Output: Improve safety on~~ ~~Downtown Los Angeles, Ports of Long Beach and Los Angeles. Also, surrounded by 4 freeways~~. ~~Total Construction Cost: $1,462,500.~~	~~07-4U4234L~~ ~~0~~	~~2008-09~~ ~~104-6064~~ ~~TLSP~~	~~$1,050,000~~

PROJECT 5 - RESCINDED

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

Date: December 14-15, 2011

Reference No.: 2.5g.(8)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR PROPOSITION 1B INTERCITY RAIL IMPROVEMENT PROJECT**
RESOLUTION ICR1B-A-1112-02

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $42,000,000 in Proposition 1B Intercity Rail Improvement (IRI) program bond funds for the "Procure New Rail Cars" project, in accordance with the attached vote list.

The project has been granted a total of $168,000,000 in federal funds. These federal funds from the High-Speed Intercity and Passenger Rail (HSIPR) program are obligated as follows: $100,000,000 from the federal Appropriation Act of 2010 and $68,000,000 from the redistribution of funds previously granted to other states under the American Recovery and Reinvestment Act (Recovery Act) of 2009. The terms of the federal grant agreements require a 20 percent match from the State; the State's share is $42,000,000.

BACKGROUND:

Proposition 1B was passed by California voters on November 7, 2006. The IRI program is part of the $4 billion Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) that was created by the passage of Proposition 1B. PTMISEA provides $400 million, upon appropriation by the Legislature, to the Department for intercity passenger rail improvement projects. A minimum of $125,000,000 from PTMISEA was specifically designated for the procurement of additional intercity passenger railcars and locomotives. The Commission adopted guidelines for the IRI program at its December 2007 meeting. At its February 2008 meeting, the Commission approved the original list of Proposition 1B IRI projects to be funded in the IRI program. In May 2011, the Commission programmed the current list of IRI projects. Those lists include the "Procure New Rail Cars" project for the acquisition of new rolling stock, which is programmed for $150,000,000 in PTMISEA funds.

The rail rolling stock is planned to consist of six diesel-electric locomotives and approximately forty-two bi-level passenger rail cars for use on the three State-supported intercity rail passenger routes. This new rail rolling stock is needed to accommodate increasing ridership, alleviate conditions of overcrowding, improve service quality and efficiency, and replace aging and inefficient cars and locomotives with new equipment specifically designed for intercity corridor-style rail service. The equipment to be purchased will increase capacity on the state-supported intercity rail corridors. This acquisition is consistent with the California State Rail Plan, the Department's Rolling Stock Acquisition Service Development Plans and the project description and scope of work originally approved by the Commission when it programmed the IRI project list.

Original plans for this acquisition project envisioned using Proposition 1B funds exclusively. Despite the State's slow rate of bond sales, the Department has been able to move forward with plans for the rolling stock acquisition project because of the availability of federal High Speed Intercity Passenger Rail (HSIPR) funds to support high speed and intercity rail programs. The Department applied for and has been granted $100,000,000 in HSIPR funds to purchase new rail cars and locomotives. Additionally, the Department received a grant of $68 million in federal Recovery Act funds, from a redistribution of funds previously granted to other states. The HSIPR and Recovery Act funds have been obligated to the State by the Federal Railroad Administration (FRA), but both of these federal grants require at least a 20 percent match of state funds. The State's share of matching funds for the $168,000,000 in federal grant funds totals $42,000,000.

As illustrated below, Phases I and II correspond to the two FRA grant agreements. The table below provides an overview of the equipment types and the funds made available in both federal grants.

Phase	**Total**	**New Capacity**	**Replacement Equipment**	**Funding**
Phase I	27 Railcars 2 Locomotives	18 Railcars	9 Railcars 2 Locomotives	Federal (80%): $100 M State (20%): 25 M Total: $125 M
Phase II	15 Railcars 4 Locomotives	11 Railcars	4 Railcars 4 Locomotives	Federal (80%): $ 68 M State (20%): 17 M Total: $ 85 M
Total	42 Railcars 6 Locomotives	29 Railcars	13 Railcars 6 Locomotives	Federal (80%): $168 M State (20%): 42 M Total: $210 M

To meet the delivery requirements and timelines contained in the federal grants, as well as assure the expenditure of the Recovery Act funding by the statutory deadline, the Department intends to release a Request for Proposal (RFP) for railcars in January 2012.

The procurement is programmed as a single project, but the acquisition will consist of two contracts; one for the cars and another for the locomotives. Due to the unique and complex nature of the procurement, the Department anticipates that it will need additional time to award the contracts. Therefore, the Department is requesting a period of 12 months in which to award the contracts following allocation.

The car and locomotive contracts will contain options that would enable the Department to buy additional cars and/or locomotives in the future at the initial procurement cost. The Department plans to exercise its contractual option to purchase additional cars and anticipates requesting an additional $45,000,000 for this purpose as bond funds become available. The remainder of the programmed funds—a total of $63,000,000—would be held in reserve until the best and highest priority use of those funds can be determined by the Department.

The Department is now working with a coalition of other states and Amtrak to aggregate orders large enough to induce manufacturers to bid on the contracts, create greater competition and bring unit costs down through efficiencies of scale. This coalition, led by the State of California and the State of Illinois, is developing a Joint Rolling Stock Procurement Agreement in cooperation with the FRA.

The estimated contract award date is August 2012. Pre-production, manufacturing and delivery of the locomotives and railcars is expected to occur over a period of over six years, with actual production beginning in November 2013. Delivery of the first car is expected in February 2015, with production expected to be complete by February 2018. Therefore, the Department requests that funds for the project be available for expenditure for a period of 78 months following contract award. A chart showing an estimated schedule for this project, including information about the history of rail equipment procurement by the State, is attached.

The equipment to be purchased will be designed and built using specifications approved by the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) 305 Next-Generation Equipment Committee (NGEC). The new cars will incorporate numerous design improvements and innovations, making the State's rail passenger service more efficient, cost-effective and attractive to passengers. The new cars and locomotives also will be compatible with the Department's existing fleet. Besides conforming to state law, the procurement also will conform to the 'Buy America' requirements of 49 United States Code, Title 49, Chapter 244, Section 24405(a) as mandated by PRIIA. The Department's Division of Rail and more than 150 representatives from other states, Amtrak, the FRA, car builders, consultants, and major sub-system suppliers developed the PRIIA 305 NGEC specifications collaboratively. The car specification was approved by the NGEC in August 2010 and the locomotive specification was approved in March 2011.

The attached vote list describes one Proposition 1B Intercity Rail Improvement program project totaling $210,000,000, which includes both federal and state funds. The Department is ready to proceed with this project at this time and requests an allocation of $42,000,000 of state funds.

RESOLUTION ICR1B-A-1112-02

FINANCIAL RESOLUTION:

Resolved That:

1.1 WHEREAS, the California Transportation Commission (Commission) has adopted a program for Intercity Rail Improvement capital purposes, and the electorate enacted Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizing the sale of general obligation bonds for transportation purposes; and

1.2 WHEREAS, the Project, further detailed on the attached vote list, as component phases or in its entirety, appears on the necessary State capital projects funding list and is entitled to participate in this allocation;

2.1 NOW THEREFORE BE IT RESOLVED, that $42,000,000 be allocated to the Recipient from the Budget Act of 2011, Budget Act Item 2660-304-6059, for one State-administered intercity rail project, as described on the attached vote list, and

2.2 BE IT FURTHER RESOLVED, that the Recipient shall award contracts within 12 months of the allocation date, and

2.3 BE IT FURTHER RESOLVED, that because the Recipient has requested additional time in which to complete the project due to the specialized and unique nature of the work to be contracted, the project shall be completed, except for any extended warranty period stipulated in said contracts, within 78 months of the award dates of the contracts, unless the Commission authorizes a waiver that extends, if permitted by statute, the period of availability of the funds.

Attachments

State of California Passenger Rail Equipment Procurement

History

Proposition 108/116 passed ..... ($300 Million+ for rail equipment) 1990

Original 66 cars and 9 locomotives put into service ..... 1994 - 1997

General Fund Appropriation for New Intercity Rail Rolling Stock

Fiscal year 1999/2000 ..... $17.5 Million ..... July 1999

Fiscal year 2000/2001 ..... $29.7 Million ..... July 2000

22 *Surfliner* cars and 6 locomotives placed into service ..... 2001 through 2002

Prop 1B enacted ..... ($150 million for rail equipment) ..... November 2006

PRIIA (Passenger Rail Investment and Improvement Act)

PRIIA enacted ..... (Provides federal funds for and standardization of passenger rail) ..... October 2008

Funds made available through FRA

ARRA (Round 1) ..... June 2009

HSIPR ..... July 2010

ARRA (Round 2 - Redistribution of returned funds) ..... March 2011

Railcar standard specification approved by PRIIA ..... August 2010

Locomotive standard specification approved by PRIIA ..... March 2011

Caltrans Applies for Federal Grant Funds

Caltrans Phase I application submitted ..... May 2010

Caltrans Phase II application submitted ..... April 2011

Caltrans Grant Funds Approved

Phase I funds obligated ..... April 2011

Phase II funds obligated ..... July 2011

Equipment Procurement Activities

Caltrans/Illinois DOT develop Joint Procurement Plan ..... July 2011 - September 2011

Presentation to CTC ..... October 2011

RFI released ..... October 2011

RFP developed ..... November 2011

CTC funding request ..... December 2011

RFP released ..... January 2012

Bids due ..... March 2012 - July 2012

Contract award ..... August 2012

Pre-production begins (includes Engineering/Safety Testing) ..... August 2012

First Car Delivery (start of Acceptance/Warranty Periods) ..... February 2015

Federal Grants expire ..... September 2017

Final Car Delivery ..... February 2018

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Project Description	Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(8)	**Proposition 1B – State Administered Intercity Rail Projects**		**Resolution ICR1B-A-1112-02**	
1 $42,000,000 Department of Transportation Caltrans 75-Various	Procure New Rail Cars. Purchase of new bi-level passenger railcars and diesel-electric locomotives. (CEQA – PRC, 21080(b)(10)) (NEPA – CE, 23 CFR 771.117(c)(17)) Contributions from other sources: $168,000,000. Outcome/Output: The project will provide new capacity on existing trainsets, replace borrowed Amtrak equipment, and replace aging State-owned locomotives.	ICR/11-12 CONST $150,000,000 0012000128 S RA01BA	2011-12 304-6059 PTMISEA 30.20.090.000	$42,000,000 (partial)

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5g.(10a)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STATE-LOCAL PARTNERSHIP PROGRAM FUND PROJECTS OFF THE STATE HIGHWAY SYSTEM RESOLUTION SLP1B-A-1112-10**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $750,000 for the 12th Avenue Widening locally administered State-Local Partnership Program (SLPP) project off the State Highway System.

ISSUE:

The attached vote list describes one locally administered SLPP project for $750,000, plus $1,550,000 from local sources. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $750,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-104-6060 for the one locally administered Proposition 1B State-Local Partnership Program project described in the attached vote list.

Be it Further Resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B SLPP.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10a)	**Proposition 1B – Locally Administered State-Local Partnership Program (SLPP)** **Projects off the State Highway System**		**Resolution SLP1B-A-1112-10**	
1 $750,000 City of Hanford KCAG 06-Kings	12th Avenue Widening. Grangeville Boulevard to Fargo Avenue improvements to include widening of roadway from 2 to 4 travel lanes and installation of curb, gutter, sidewalk, landscaped medians, and street lights in the city of Hanford. (Contributions from local sources: $1,550,000.) (CEQA – ND, 09/20/11.) (Concurrent Future Consideration of Funding – Resolution E-11-91, December 2011.) Outcome/Output: Per the City, this project will add additional travel lane capacity (two lanes each direction) thereby reducing travel delays and associated green house gases. This project will also improve safety by installing raised median to separate NB and SB traffic and to prohibit left turn movements onto 12th Avenue from residences fronting streets. Sidewalks, bike lanes, street lighting and traffic improvements will allow pedestrians and bicyclists to utilize the roadway safely.	SLPP/10-11 CONST $750,000 0600020675	2011-12 104-6060 SLPP 20.30.210.200	$750,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.5g.(10b)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED STATE-LOCAL PARTNERSHIP PROGRAM FUND TRANSIT PROJECTS RESOLUTION SLP1B-A-1112-11**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $4,870,000 for the Sonoma-Marin Area Rail Transit locally administered Proposition 1B State-Local Partnership Program (SLPP) Transit project.

ISSUE:

The attached vote list describes one locally administered SLPP Transit project for $4,870,000, plus $116,520,000 from other sources. The local agency is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $4,870,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-104-6060 for the one local Proposition 1B State-Local Partnership Program project described in the attached vote list.

Be it Further Resolved, that as a condition of allocation of these funds and to perform its administrative role established by Senate Bill 88, the Commission requests that the Department perform the functions necessary to ensure proper accountability measures are employed and reporting requirements are met for the Proposition 1B SLPP.

Attachment

2.5 Highway Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.5g.(10b) Proposition 1B – Locally Administered SLPP Transit Projects			**Resolution SLP1B-A-1112-11**	
1 $4,870,000 Sonoma-Marin Area Rail Transit District MTC 04-Sonoma-Marin	**Sonoma-Marin Area Rail Transit** Implementation of the Initial Operating Segment along the 37 mile segment of the SMART corridor, including construction of seven stations between Santa Rosa and San Rafael. (Contributions from other sources: $116,520,000.) (Concurrent Proposition 116 Allocation Request under Resolution BFP-11-01; December 2011.) Outcome/Output: Reduce greenhouse gas emissions by 124,000 pounds per day and reduce vehicle miles traveled by approximately 1.3 million car trips annually on Highway 101.	SLPP/11-12 CONST ~~$8,690,000~~ **$4,870,000** 0412000221 S R253GB	2011-12 104-6060 SLPP 30.10.724.000	$4,870,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.6b.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **ALLOCATION AMENDMENT FOR ONE LOCAL PROPOSITION 116 PROJECT RESOLUTION BFA-11-01, AMENDING RESOLUTION BFP-09-06**

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) amend Resolution BFP-09-06, approved May 20, 2010, to reduce the original allocated amount from $28,000,000 in Proposition 116 Bond funds for design and right-of-way acquisition of the SMART Commuter Rail and Pathway project, to $5,000,000 for design only of the Initial Operating Segment of the project, as described in the attached vote list and consistent with the concurrent Proposition 116 project amendment.

ISSUE:

The attached vote list describes a regional rail project funded from Proposition 116 bond proceeds authorized under Public Utilities Code (PUC) Section 99639(a). Due to cost increases, the implementing agency--the Sonoma-Marin Area Rail Transit District (SMART)--proposes to implement the overall project in phases. The balance of $23,000,000 to be de-allocated is proposed for re-allocation for construction of the IOS.

FINANCIAL RESOLUTION:

Resolved That:

1.1 WHEREAS, in May 2010, the California Transportation Commission (Commission) passed Resolution BFP-09-06, approving $28,000,000 in Proposition 116 Bond funds from PUC 99639(a) for design ($10,000,000) and right-of-way acquisition ($18,000,000) for the Sonoma-Marin Area Rail Transit Commuter Rail and Pathway project; and

1.2 WHEREAS, due to cost increases, the Sonoma-Marin Area Rail Transit District proposes to implement the overall corridor project in phases, beginning with the Initial Operating Segment, which will extend the rail corridor south 37 miles from Sonoma County in to Marin County; and

1.3 WHEREAS, design of the IOS is substantially complete with an estimated Proposition 116 cost of $5,000,000, and

1.4 WHEREAS, a balance of $23,000,000 in Proposition 116 Rail Bond funds allocated under Resolution BFP-09-06 remain unexpended and should be de-allocated and made available for re-allocation for construction of the IOS.

2.1 NOW THEREFORE BE IT RESOLVED, that the California Transportation Commission does hereby approve Resolution BFA-11-01, amending Resolution BFP-09-06, reducing the original amount allocated from $28,000,000 for design and right-of-way acquisition to $5,000,000 for design of the Initial Operating Segment of the SMART Commuter Rail and Pathway project, de-allocating $23,000,000 in Proposition 116 Bond funds, in accordance with the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Dist-PPNO PUC Code PA # EA Prgm'd Amount	Fund Type Program Code	Amount by Fund Type
2.6b.(1) Proposition 116 – Allocation Amendment - Locally Administered Transit Projects				**Resolution BFA-11-01 Amending Resolution BFP-09-06**
1 ~~$28,000,000~~ **$5,000,000** Sonoma-Marin Area Rail Transit District MTC 04-Sonoma-Marin **Amending Resolution BFP-09-06**	**Sonoma-Marin Area Rail Transit** Implementation of passenger rail service along 70 miles of the corridor, including 14 rail stations. Amend BFP-09-06 to de-allocate $5,000,000 from PS&E and $18,000,000 from R/W. Due to cost increases on the overall project, the project is being segmented. (Concurrent Proposition 116 Programming Request under Resolution PA-11-02; December 2011.) BFP-09-06 / Original / Amended Design (PS&E) / $10,000,000 / $5,000,000 Right of Way / $18,000,000 / $0 Total Allocation / $28,000,000 / $5,000,000 Outcome/Output: ~~Acquire right-of-way for maintenance facility site and four stations.~~ Complete design work of bridges, pavement, stations and storage facility **for the Initial Operating Segment.**	P116/11-12 04-TO300 PUC 99639(a) PA-11-02 R2536A PS&E ~~$10,000,000~~ **$5,000,000** R/W ~~$18,000,000~~ **$0**	P116 30.10.070.000	~~$28,000,000~~ **$5,000,000**

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.6b.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **ALLOCATION AMENDMENT FOR ONE LOCAL PROPOSITION 116 PROJECT RESOLUTION BFP-11-01**

RECOMMENDATION:

The Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $23,000,000 in Proposition 116 Bond funds for construction of the Initial Operating Segment of the SMART Commuter Rail and Pathway project, as described in the attached vote list and consistent with the concurrent Proposition 116 project amendment and concurrent Proposition 1B State-Local Partnership Program (SLPP) allocation.

ISSUE:

The attached vote list describes a regional rail project funded from Proposition 116 bond proceeds authorized under Public Utilities Code (PUC) Section 99639(a). The overall project will include upgrades/improvements to the publicly-owned Northwestern Pacific Railroad, signals, grade crossings and bridges/tunnels, 14 stations, a maintenance facility, and a bicycle/pedestrian pathway linking the stations, along with acquisition of vehicles and right-of-way (for stations, maintenance facility, and portions of the pathway). Due to escalating costs, the implementing agency--the Sonoma-Marin Area Rail Transit (SMART) District --proposes to implement the overall Commuter Rail and Pathway project in phases. The first phase, the Initial Operating Segment (IOS), includes design and construction of the above described activities over an initial 37 mile segment of the corridor and includes seven stations between Santa Rosa and San Rafael. The estimated cost of the IOS portion of the project is $397 million. Design for the IOS portion is essentially complete. Right-of-way and rolling stock will be acquired with other funds. The SMART District is now requesting an allocation of $23,000,000 Proposition 116 bond funds for construction of this IOS portion of the overall project.

FINANCIAL RESOLUTION:

Resolved That:

1.1 WHEREAS, the California Transportation Commission (Commission) has adopted an annual program for mass transportation capital purposes, and the electorate enacted both Proposition 108-the Passenger Rail and Clean Air Bond Act of 1990, and Proposition 116-the Clean Air and Transportation Improvement Bond Act of 1990, authorizing the sale of general obligation rail bonds for rail transit purposes; and

1.2 WHEREAS, the Project further detailed on the attached vote list, as component phases or in its entirety, appears on the necessary State capital projects funding list and is entitled to participate in this allocation; and

1.3 WHEREAS, the Commission has established a "Hazardous Waste identification and Clean-up Policy" (#G-91-2) which requires the Recipient to perform, with diligence, the process of identification and remediation of any hazardous waste in the right-of-way, easements and properties.

2.1 NOW THEREFORE BE IT RESOLVED, that $23,000,000 in PROPOSITION 116 CLEAN AIR AND TRANSPORTATION IMPROVEMENT BOND proceeds be allocated to the recipient for the project detailed on the attached vote list; and

2.2 BE IT FURTHER RESOLVED, that the transfer of funds for each project shall be governed by the program supplement, and subsequent amendments to the same if required; and

2.3 BE IT FURTHER RESOLVED, that each recipient shall provide the Department's Division of Mass Transportation with an updated expenditure plan on a quarterly basis by category including any proposed changes for the balance of all funded Project allocations commencing with the first quarter; and

2.4 BE IT FURTHER RESOLVED, that in any instance of rail bond financing of a project, the Commission, acting on behalf of the State, by this Resolution intends:

A. To cause and approve the issuance of taxable or tax-exempt State general obligation bonds under Proposition 116, as appropriate, to reimburse the Recipient for the Project identified on attached vote list;

B. To reimburse the Recipient for expenditures that shall not have been paid from the proceeds of any other tax-exempt indebtedness unless such prior indebtedness is retired with the proceeds of such State monies;

C. That this Resolution be a declaration of official intent of the State within the meaning of U.S. Treasury Regulations Section 1.103-17© with respect to the Project; and

2.5 BE IT FURTHER RESOLVED, that in any instance of rail bond financing, an allocation for a project is subject to the following conditions and assurance:

A. Completed bond sales authorized by the Office of State Treasurer;

B. Receive bond certification from the Department, preferably prior to the Commission's allocation action but, certification must be obtained prior to execution of the fund transfer agreement;

C. The Recipient's certification that will not adopt new increased current development taxes, fees, exactions or permit fees for the purpose of providing local matching funds; and the certification of this delivered to this Commission, preferably by the time of Commission allocation action but not later than prior to execution of a fund transfer agreement;

D. A formal resolution by the Recipient's Board stating that when utilizing State funding for acquisition of property or for capital improvements on the Project, Recipient has exercised all due diligence in the discovery of hazardous wastes; that Recipient will enter into enforceable agreement(s) with any and all owners of to-be acquired properties for clean-up of hazardous wastes pursuant to the requirements of Resolution G-91-2 regarding Hazardous Waste Identification and Clean-up for Rail Right-of-Way;

E. A formal resolution by the Recipient's Board stating that when utilizing state-provided and other-than-state funding for acquisition of property or for capital improvements on the Project, that no additional State funds will be requested for clean-up, damages, or liability associated with hazardous wastes on or below the acquired property, delivered to this Commission;

F. That in any instance of rail bond financing with Proposition 116 funds, eligible costs may be incurred for project development after the project application approval, and all reimbursements of eligible costs are subject to an executed fund transfer agreement;

G. The Recipient shall provide the Commission with an "Evaluation of Property report" by the time of the Commission allocation action, in compliance with Commission Policy G-95-09, Rail Right-of-Way Review Policy, to be verified by the Department or its Agent;

H. The Recipient shall post on the Project construction site at least one sign, visible to the public, stating that the Project is partially funded with Proposition 116 Clean Air and Transportation Improvement Bond Act of 1990 proceeds; and

2.6 BE IT FURTHER RESOLVED, that this Commission shall be entitle to a then present value refund, or credit, at State's option, equivalent to the proportionate funding participation by the State towards, property acquisition and project construction in the event that Recipient, or successor public entitles, fail or cease to utilize the Project for the intended public passenger rail purposes or sells or transfers title to the Project. The credit for future purchases or condemnation of all or portions of the Project by the State, and the refund or credit due the Commission in each instance, will be measured by the ratio of State and other market value of the Project property; and

2.7 BE IT FURTHER RESOLVED, that if the Recipient receives any revenues or profits from any non-governmental use of property allowed pursuant to bond certification (whether approved at this time or hereafter approved by the State), the Recipient agrees that such revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs. If the Recipient does not so dedicate the revenues or profits, a proportionate shall (unless disapproved by the State's Bond Council) be paid to the State equivalent to the State's percentage participation in the Project; and

2.8 BE IT FURTHER RESOLVED, that an allocation for the project is subject to the following conditions and assurances:

A. Reimbursements of eligible costs are subject to the terms and conditions of the executed fund transfer agreement;

B. The grant recipient must complete the work to be reimbursed and the actual reimbursement by December 31, 2015, unless the Commission authorizes a waiver that extends, if permitted by statute, the period of availability of the funds.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program/Year Dist-PPNO PUC Code PA # EA Prgm'd Amount	Fund Type Program Code	Amount by Fund Type
2.6b.(2) Proposition 116 Allocation - Locally Administered Transit Projects				**Resolution BFP-11-01**
1 $23,000,000 Sonoma-Marin Area Rail Transit District MTC 04-Sonoma-Marin	**Sonoma-Marin Area Rail Transit** Implementation of passenger rail service along 70 miles of the SMART corridor, including 14 rail stations. This allocation will fund the Initial Operating Segment (IOS) of the SMART Commuter Rail and Pathway project, including 37 miles and seven stations. (Concurrent Proposition 116 Programming Request under Resolution PA-11-02; December 2011.) (Concurrent SLPP Allocation Request under Resolution SLP1B-A-1112-11; December 2011) Outcome/Output: Complete construction of the IOS to extend the SMART Commuter Rail and Pathway project south 37 miles from downtown Santa Rosa, in Sonoma County, to downtown San Rafael, in Marin County.	P116/11-12 04-TO300 PUC 99639(a) PA-11-02 R2536A CONST $23,000,000	P116 30.10.070.000	$23,000,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

Memorandum

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.6e.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Rachel Falsetti
Division Chief
Transportation Programming

Subject: **FINANCIAL ALLOCATION FOR TCRP PROJECTS**
RESOLUTION TFP-11-06

RECOMMENDATION:

The California Department of Transportation (Department) recommends that the California Transportation Commission (Commission) allocate $8,000,000 in Traffic Congestion Relief Program (TCRP) funds for TCRP Project 39 – Carpool lane from Route 10 to Route 101(Northbound) (PPNO 0851G) project in Los Angeles County.

ISSUE:

The attached vote list describes one TCRP project for $8,000,000 for Construction. This is a Tier 1 Project in the approved TCRP Allocation Plan, and scheduled for allocation in Fiscal Year 2011-12.

FINANCIAL RESOLUTION:

Resolved, that the project(s), as component phases or in their entirety, appear under Government Code Section 14556.40(a) and are entitled to participate in this allocation.

Reimbursement of eligible costs is subject to the policies, restrictions and assurances as set forth in the Commission's policy for allocating, monitoring, and auditing Traffic Congestion Relief Program projects, and is governed by the terms and conditions of the Fund Transfer Agreement, Program Supplement or Cooperative Agreement, and subsequent amendments to the same if required, as executed between the implementing agency and the California Department of Transportation.

Attachment

2.6 Highway Financial Matters

Project # Allocation Amount Implementing Agency District-County	BREF # and Project Description Description of Allocation	Item # Program Code	Total Allocation Amount
2.6e. Financial Allocation - Traffic Congestion Relief Program Allocation			**Resolution TFP-11-06**
1 $8,000,000 Los Angeles County Metropolitan Transportation Authority 07- Los Angeles	**Project #39 – Route 405 – Add Carpool Lane from Route-10 to Route 101 (Northbound) (PPNO 0851G)** Allocate $8,000,000 per approved TCRP Allocation Plan. **This is a Tier 1 project.**	Chapter 91 of the Statutes of 2000 889-3007 TCRF 30.10.710.010	$8,000,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.6f.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR STATE ADMINISTERED HIGH-SPEED PASSENGER TRAIN BOND PROJECTS**
RESOLUTION HST1A-A-1112-03

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) allocate $11,010,000 for one State administered Proposition 1A San Onofre to San Diego Positive Train Control High-Speed Passenger Train Bond Fund (HSPTBF) Intercity project.

ISSUE:

The attached vote list describes one State administered HSPTBF Intercity project for $11,010,000. The Department is ready to proceed with this project and is requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $11,010,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-304-6043 for the Proposition 1A High-Speed Passenger Train Bond Fund Intercity project described in the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Project Title Location Project Description	Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6f.(1)	**Proposition 1A – High-Speed Passenger Train Bond Program - Intercity**			**Resolution HST1A-A-1112-03**
1 $11,010,000 Department of Transportation Caltrans 75-Various	San Onofre to San Diego Positive Train Control. Installation of Positive Train Control (PTC) on the San Luis Obispo-Los Angeles-San Diego rail corridor from San Onofre to downtown San Diego. (CEQA – CE, 15301) (NEPA – Exempt; 23 CFR 771.117(c)(8)) Outcome/Output: Project will improve safety along the line and permit speeds up to 90mph. Positive Train Control also provides the potential for increased frequencies and on-time performance on the interconnected intercity and commuter rail system in the southern California basin.	HSR/11-12 CONST $11,010,000 0000020653 S R004HA	2011-12 304-6043 HSPTBF 30.20.100.000	$11,010,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.6f.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Steven Keck
Division Chief
Budgets

Subject: **FINANCIAL ALLOCATION FOR LOCALLY ADMINISTERED HIGH-SPEED PASSENGER TRAIN BOND PROJECTS RESOLUTION HST1A-A-1112-04**

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) allocate $7,000,000 for one locally administered Proposition 1A and Positive Train Control project programmed in the High-Speed Passenger Train Bond Fund (HSPTBF).

ISSUE:

The attached vote list describes one locally administered HSPTBF Urban Commuter project totaling $7,000,000. The local agency is ready to proceed with this project and it requesting an allocation at this time.

FINANCIAL RESOLUTION:

Resolved, that $7,000,000 be allocated from the Budget Act of 2011, Budget Act Item 2660-104-6043 for the Proposition 1A High-Speed Passenger Train Bond Fund Urban Commuter project described in the attached vote list.

Attachment

2.6 Mass Transportation Financial Matters

Project # Allocation Amount Recipient RTPA/CTC District-County	Location Project Description	Program / Year Programmed: Phase Prgm'd Amount Project ID Adv Phase EA	Budget Year Item # Fund Type Program Code	Amount by Fund Type
2.6f.(2)	**Proposition 1A–High-Speed Passenger Train Bond Program- Positive Train Control– Urban/Commuter**		**Resolution HST1A-A-1112-04**	
1 $7,000,000 North County Transit District SANDAG 11-San Diego	Positive Train Control Installation of Positive Train Control (PTC) on the San Luis Obispo - Los Angeles - San Diego rail corridor from San Onofre to downtown San Diego. (CEQA – CE, 6004) Outcome/Output: Project will improve safety along the line and permit speeds up to 90mph. Positive Train Control also provides the potential for increased frequencies and on-time performance on the interconnected intercity and commuter rail system in the southern California basin.	HSR/11-12 CONST $7,000,000 1112000074 S R257GB	2011-12 104-6043 HSPTBF 30.10.100.000	$7,000,000

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.8b.(1)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Division Chief
Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF CONTRACT AWARD FOR LOCALLY-ADMINISTERED STIP PROJECTS, PER RESOLUTION G-06-08**
WAIVER-11-61

RECOMMENDATION:

The California Department of Transportation recommends the California Transportation Commission (Commission) extend the period of contract award for the time periods identified for each project on the attached document.

ISSUE:

The Commission allocated $2,557,000 for the construction of the five locally-administered State Transportation Improvement Program (STIP) projects identified on the attachment. The responsible agencies have been unable to award the contracts within six months of allocation. The attachment describes the details of the projects and the explanations for the delays. The respective agencies request extensions, and the planning agencies concur.

BACKGROUND:

In June 2006, the Commission adopted Resolution G-06-08, which requires the agency implementing a project to request a time extension if the project will not be awarded within six months of the allocation. STIP Guidelines stipulate that the Commission may approve a waiver to the contract award deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

Attachment

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.8b.(2)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Jane Perez
Division Chief
Mass Transportation

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT CONTRACT AWARD FOR LOCALLY- ADMINISTERED STIP TRANSIT PROJECTS, PER RESOLUTION G-06-08 WAIVER-11-62**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) extend the period of contract award for the time periods identified for each project on the attached document.

ISSUE:

The Commission allocated a total of $10,807,000 for the construction of the four State Transportation Improvement Program (STIP) transit program projects identified on the attachment. The responsible agencies have been unable to award the contracts by the deadlines. The attachment describes the details of the projects and the explanations for the delays. The respective agencies request extensions and the planning agencies concur.

BACKGROUND:

In June 2006, the Commission adopted Resolution G-06-08, which requires the agency implementing a project to request a time extension if the project will not be awarded within six months of the allocation. STIP Guidelines stipulate that the Commission may approve a waiver to the contract award deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

Attachment

Reference No.: 2.8b.(2)
December 14-15, 2011
Attachment

Time Extension/Waiver – Contract Award
Rail/Transit Projects

Project #	Applicant County Project Description Reason for Project Delay	Extension Amount Phase	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
1	Siskiyou County Local Transportation Commission Siskiyou County PPNO: 02-2456 Transit Vehicle Replacement	$265,000 CONST	June 23, 2011 MFP-10-20 6 months 06/30/12 Support
	The Siskiyou County Local Transportation Commission is requesting a six-month extension for the period of contract award of the Transit Vehicle Replacement project. The project contract award has been delayed due in part, to Siskiyou County not having an Executive Director in place for several months, which has delayed all transportation agency related work. At the same time, the agency was also in the process of replacing the Transit Manager further delaying any progress in awarding a purchase order. However, the agency is planning to complete the vehicle purchase order within the next six months. A six-month extension for the period of contract award is being requested to extend the deadline to June 30, 2012.		
2	Siskiyou County Local Transportation Commission Siskiyou County PPNO: 02-2457 6 Replacement Buses	$1,935,000 CONST	June 23, 2011 MFP-10-20 6 months 06/30/12 Support
	The Siskiyou County Local Transportation Commission is requesting a six-month extension for the period of contract award of the Transit Vehicle Replacement project. The project contract award has been delayed due in part, to Siskiyou County not having an Executive Director in place for several months, which has delayed all transportation agency related work. At the same time, the agency was also in the process of replacing the Transit Manager further delaying any progress in awarding a purchase order. However, the agency is planning to complete the vehicle purchase order within the next six months. A six-month extension for the period of contract award is being requested to extend the deadline to June 30, 2012.		
3	City of Vallejo Solano County PPNO: 04-2261 Vallejo Baylink Ferry Maintenance Facility	$4,300,000 CONST	June 23, 2011 MFP-10-20 6 months 06/30/12 Support
	The City of Vallejo (City) is requesting a six-month extension for the period of contract award of the Vallejo Baylink Ferry Maintenance Facility project. The contract award has been delayed due to geotechnical issues associated with the waterside elements of the project, which were discovered at the very beginning of the bid process; specifically, the structural support system for the ferry docks being constructed had to be redesigned and value engineered. As a result, there is a strong possibility that it may be necessary to issue more than one addenda and extend the bid opening date for the project. The project may have to be re-advertised with a series of deductive alternative items if the contract cannot be awarded prior to the December 23, 2011 deadline. The City has conducted a meeting with potential contractors in order to address concerns regarding the bid documents. Any issues raised at the pre-bid meeting will be addressed through issuance of an addendum to the bid package. A six-month extension for the period of contract award is being requested to extend the deadline to June 30, 2012.		

Reference No.: 2.8b.(2)
December 14-15, 2011
Attachment

Time Extension/Waiver – Contract Award
Rail/Transit Projects

Project #	Applicant County Project Description Reason for Project Delay	Extension Amount Phase	Allocation Date Resolution Number Number of Months Requested Extended Deadline CT Recommendation
4	Sacramento Regional Transit District Sacramento County PPNO: 03-3L05 South LRT Extension, Meadoview-Calvine Phase II	$4,307,000 CONST	June 23, 2011 MFP-10-20 12 months 12/31/12 Support

The Sacramento Regional Transit District (SacRT) is requesting a 12-month extension for the period of contract award for the South LRT Extension, Meadowview-Calvine Phase II project. The contract award has been delayed due to a pending approval for a Letter of No Prejudice (LONP) from the Federal Transit Administration (FTA) in advance of starting the construction phase. The FTA is currently reviewing SacRT's LONP request and has yet to issue a decision. The construction period for this particular project is limited to the May – October 2012 timeframe in order to minimize environmental impacts on federally protected species located within the projected construction site area. If contract award cannot be completed by January 2012, as a result of not having an approved federal LONP, start of construction would have to be delayed, once again, until 2013.

In the event that FTA delays or denies the LONP request, SacRT anticipates the FTA awarding New Starts funding by October 2012, which would allow SacRT to award a contract for both the federal and State funds shortly thereafter.

A 12-month extension for the period of contract award is being requested to extend the deadline to December 31, 2012.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.8b.(3)
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Jane Perez
Division Chief
Mass Transportation

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT CONTRACT AWARD FOR LOCALLY- ADMINISTERED STIP TRANSIT PROJECTS, PER RESOLUTION-G-06-08**
WAIVER-11-63

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) extend the period of contract award for Glendale Beeline Transit Bus Procurement project (PPNO 4021) in Los Angeles County for 14 months, to November 30, 2012.

ISSUE:

On March 24, 2011, the Commission approved Resolution MFP-10-15 allocating $1,023,000 to the Glendale Beeline Transit Bus Procurement project. The contract award has been delayed due in part, to pending contract agreements between the City of Glendale (City) and the Department. In addition, the City is also pursuing additional federal funding that would allow them to concurrently issue a six bus purchase order using Congestion Mitigation and Air Quality funding in conjunction with State funds. Taking advantage of the six bus purchase order option will allow the City to acquire buses at a lower price and provide additional seat capacity without an increase in the overall purchase price.

Therefore, the City is requesting a time extension of 14 months to November 30, 2012.

BACKGROUND:

In June 2006, the Commission adopted Resolution G-06-08, which requires the agency implementing a project to request a time extension if the project will not be awarded within six months of the allocation. STIP Guidelines stipulate that the Commission may approve a waiver to the contract award deadline one time only for up to 20 months in accordance with Section 14529.8 of the Government Code.

State of California
DEPARTMENT OF TRANSPORTATION

Business, Transportation and Housing Agency

M e m o r a n d u m

To: CHAIR AND COMMISSIONERS
CALIFORNIA TRANSPORTATION COMMISSION

CTC Meeting: December 14-15, 2011

Reference No.: 2.8c.
Action Item

From: NORMA ORTEGA
Chief Financial Officer

Prepared by: Denix D. Anbiah
Division Chief
Local Assistance

Subject: **REQUEST TO EXTEND THE PERIOD OF PROJECT COMPLETION FOR LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT, PER LBSRA GUIDELINES WAIVER-11-64**

RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the request by Los Angeles County (County) to extend the period of project completion for the Ninth Street On-Ramp Over Harbor Scenic Drive and Pico Avenue Bridge Project for 18 months from November 30, 2011 to May 31, 2013.

ISSUE:

In July 2007, the Commission approved Resolution LBS1B-A-0708-001, allocating $13.5 million of Proposition 1B (Prop 1B) bond funds, and delegated authority to the Department to sub-allocate funds to projects. The Department sub-allocated $259,726 to the County for the Ninth Street On-Ramp Over Harbor Scenic Drive and Pico Avenue Bridge project. The County is unable to complete project construction by the deadline of November 30, 2011; therefore, it is requesting an 18-month time extension to May 31, 2013.

The construction phase of the project was advertised in July 2008. The contract was awarded on November 12, 2008, and construction work began in March 2009. From March 2009 to December 2010, the contractor made progress on three abutments and seven piers involved in the retrofit of this bridge. Although work on these items progressed slowly, the County did not think adverse action against the contractor was in their best interest. The most problematic item of work was the structural steel bracing. The contractor's original structural steel subcontractor failed to perform the work and in September 2009, the County notified the contractor to obtain a properly licensed and qualified subcontractor to perform this work. In February 2010, the contractor brought on a new structural steel subcontractor that was deemed to be acceptable by the County. By January 2011, all work except the structural steel braces was substantially complete. At this point in time, the contractor was taking the position that the structural steel design was flawed and could not be constructed. The County and the contractor were unable to resolve these issues and the contractor ceased work in January 2011. The surety company that had bonded the contractor stated that the contractor was financially unable to complete the rest of the work.

In June 2011, the County notified the contractor that a recommendation to terminate the contract would be presented to the Los Angeles County Board of Supervisors (Board) for approval. The contractor objected to the termination and requested a hearing. The County conducted a hearing on contractor's protest in August 2011, and the Hearing Officer's report recommended contract termination. The Board executed final approval to terminate the contract on November 1, 2011. The County will seek to solicit a replacement contractor. A Takeover Agreement (TA) will be negotiated and executed with the new contractor. The solicitation process for a new contractor and execution of a TA are anticipated to take approximately six months. The remaining work on this project involves the fabrication and installation of specialty steel braces and is anticipated to take approximately seven months to complete.

In order to account for construction change orders, delays due to inclement weather, and other contingencies, the County is requesting an 18-month extension of the project completion deadline to May 31, 2013.

BACKGROUND:

In May 2008, the Commission adopted the LBSRA Guidelines (Resolution LBS1B-G-0708-001), which require the implementing agency to request a time extension if the project will not meet project completion within 36 months of the sub-allocation date. The LBSRP Guidelines stipulate that the Commission may approve a waiver to the timely use of funds deadline one time only for up to 20 months.